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MAGAZINE

August 1992 \$2.00

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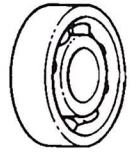
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# TRAIL RIDER

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August 1992  
Volume 22 Number 8

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The advertising deadline  
for the November issue is  
September 21, 1992.

**On the cover:** Kurt Hough jams down a slippery hill on the grass track special test at the Speedsville ISDE Qualifier. Six miles of surveyor's ribbon lined the course, and when we got there, there wasn't a tire track on it. Sweet! You can read all about the event starting on page 22.

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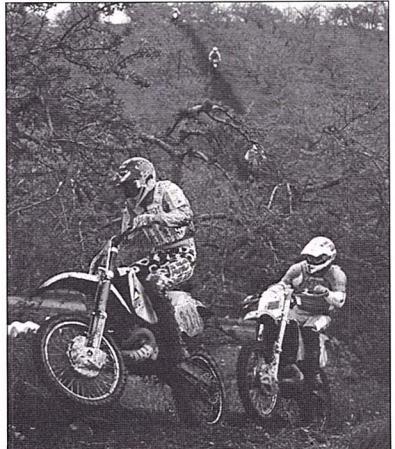
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**Warning:** The racing season is upon us, and it is normal to feel it necessary to risk your neck for another plastic trophy, or for a wad of gift certificates redeemable at your local dealer. We at Trail Rider would like to remind you that you started all this nonsense because it was fun, and using racing as a way to earn extra income will ultimately make you miserable. Whatever you choose to do, make sure to wear plenty of protective gear and stay off of closed property. Don't hurt yourself, and don't hurt the fun of others.

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# LAST OVER

by Paul Clipper

## A Brotherhood of Knobbies

I felt like a real *official*. I had a fanny bag full of arrows around my waist, and a staple tacker shoved into my right boot. There was an open trail in front of us, and our job was to see that hundreds of people found their way through.

It was an awesome responsibility, but I was secretly tickled by the staple tacker. You can't ride a bike with one of these things jammed into your boot without feeling it—all the time. It's like walking around with a chrome plated Smith & Wesson 9mm Auto jammed into your belt. This *bay-bee* means business! Oh, I've arrowed a little bit before, but every time I've used the Arrow T-50, the defacto standard among enduro crews, probably because they're cheap or easily lifted from work. A buddy of mine even tried to convince me that the T-50 was actually better than a tacker, since it was easier to hold up against a stake or a small sapling when you didn't have anything big to arrow to. Sorry, friend. I don't do saplings.

He probably never held one in his hand; never felt the thrill of holding a fresh arrow up against a fat white birch and nailing it home with two rapid-fire whacks, and then shoving that tacker down into his boot like Clint Eastwood after he turned some punk's head into a pink and gray mist. This is arrowing in the '90s man; got no time for cutsey-pie stuff, just whack that baby up there and hit the throttle, and do it again fifty yards later.

I had just done a two-arrow turn and was walking up the other path to put a "W" into position when Mark came by, a gear too low to be businesslike. He gave it a couple of blips around some close trees, then threw it down into my new turn. *Braa—aap!* There was now a line there, no doubt about it. The old enduro trail suited his disposition, I could tell. He straightened up from the turn and *braaped* off through the woods, leaving an easy track for me to follow. They used to have an enduro up here at the Barber Camp; probably had a few turkey runs, too, and the trails were in surprising shape for laying dormant all those years...well, as dormant as a trail can get in this age of ATVs..

I followed Mark's lead into the woods, stopping every now and then to put an arrow in place if I thought the riders would need encour-

agement. There really wasn't anywhere else to go, so the arrows were kind of redundant. You don't want too many arrows, you know; it makes the woods look like someone's been littering.

I caught up to Mark after a mile or so, he was arrowing the last major turn in the section. "You're having way too much fun..." I told him, after I shut off the XT and let the silence splash back over us. I didn't mention anything about my newly-found fetish for the staple tacker.

"Too much fun?" he laughed, "I thought this was supposed to be a Fun Run!"

I just shook my head at him. "Yes, it is a fun run, but you should know better than that. You should be setting an example. Everyone looks up to you as the responsible, mature trailboss. We can't be having you roost around here, laughing and giggling like that. What will the children think?"

He didn't buy my shuck for a minute. By way of response he only laughed, and then jumped back onto his KTM and ripped back into the section. This time I chased after him, and the two of us flew up the trails, riding like we'd been on them daily, which was hardly true. I'd never seen the place before, actually, but the trails were laid out so fine that you hardly had to think to follow the line. He had the advantage on me; the day has not come when a 12 year-old Yamaha XT can keep up with a 350 KTM.

But I gave it a good shot and buzzed along in his wake.

The trail wound up and down and around, all over the patch of typical Massachusetts hardwoods. There weren't any really big hills, up or down, just a winding path through oaks, birches, maples and the like, covered with bright green, new leaves. By August, this would all be a deep, dark green forest, but right now it was light and brilliant, almost fluorescent; and, like I said, way too much fun.

I could see Mark finishing up a rock garden and waiting on the other side, so I stood up and gave it my best shot, tip-toeing through the boulders. I actually managed to pick a good line and clean the section, with a little bit of work. "Now that was fun!" I shouted, as I shut off the

XT.

"Yeah, it sure was. Now do you think we should go back and put some arrows on it?"

He was right, we were losing an awful lot of our discipline on this beautiful spring day, and time was running short. We had to have it set up for the Fun Run the next day, and we were running out of arrows and Mark had to get to work. We ran back and finished the section, with some brilliant staple tacker work, and then called it quits until after five. After the shop closed we came back and finished it, and looked forward to our critical debut the next day.

Was it a turkey run? An enduro? A club field meet? Nope, it was the first EFTA Fun Run; the Eastern Fat Tire Association's first turkey run/poker run for mountain bikes. Brainstormed by Mark, an old NETRA turkey run and enduro veteran, and sanctioned by a new organization that we'd helped to start. EFTA is basically a sanctioning body for bicycle races and recreational rides, basically started as an alternative to NORBA's (National Off Road Bicycle Association) exorbitant insurance fees and lack of eastern representation (sound familiar?).

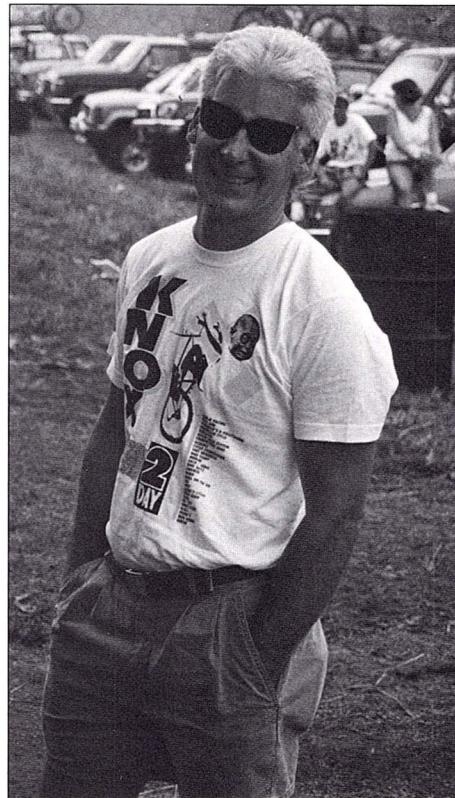
Yep, we were laying out a bicycle ride on dirt bikes, and having a wonderful time doing it. Of course, we never go for anything less than total fun.

Well, our premier event went off the next day, a victim of the weather. It stared sprinkling at seven, and by the nine o'clock starting time it was a driving downpour. It even surprised us that we still

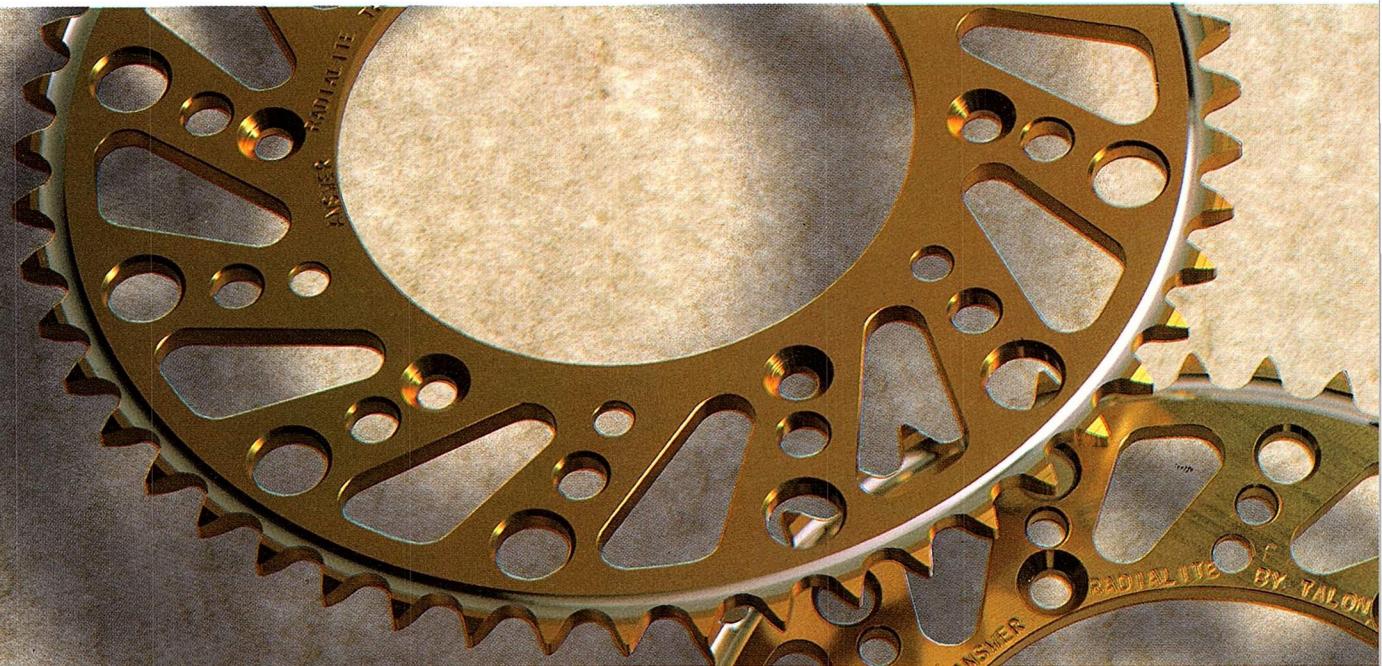
managed to sign up 58 hardy souls (male and female) to slop through our course in the rain, but it just proves that knobby tires are knobby tires, no matter if you crank them or spin 'em with a motor.

We had a lodge full of sloppy-wet, muddy grinning fools afterwards, a weenie roast and some good prizes to give out. The secret was though, that we rode *both* days, and had twice the fun as everybody else. And me, I'm never giving back that staple tacker, no way! □

If you want to learn more about EFTA, whether you're an event promoter or just looking for a good time on a mountain bike, drop a line to EFTA, P.O. Box 129, Medford NJ 08055.



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# EASTERN NEWS

## LID PAINTING AGAIN

Jerry Bernardo is back in business, but in a new location now. If you want a unique Fah-Q Racing paint job on your helmet, you'll have to send it across country, but it's worth it. For pricing and other information call (619)249-5868; the address is Fah-Q Racing West, 1383 Helen Street, Wrightwood, CA 92397.

## BLACKWATER REDUX

Yes, Virginia, there was a Blackwater once again, in spite of (the annual) rumor that it wouldn't be happening again. You should know, Blackwater is too big to die. But is it too old to rock and roll?

The week following the event was filled with Blackwater stories, many of which us BW100 veterans can get misty-eyed over. Yes, it rained; and yes, it was unseasonably cold. The mud was greasy and the rocks were slick as glass. *Sniff*. It brings a tear to my eye, just thinking about it. Still, the word was that the course was all rideable, confirming once again my belief that the BW100 course gets easier every year (as Dave Coombs gets older, I guess). The truth is that Dave stopped enjoying pulling stragglers

out of the bogs until midnight.

Scott Summers won it, very little surprise there. Anyone who has seen him ride knows that he is the most formidable four-stroke pilot on earth, and those who ride with him know that he doesn't just go that fast in spectator sections. "It's uncanny," says Tommy Norton, "He goes so fast, it is all I can do to just stay with him. He is scary fast."

Tommy went back trying to repeat his 1990 win, but crashed big time and had to be hauled out to have his arm stitched up. Still, he was a hit with all the kids, being the fifth Ninja Turtle and all. "My kid thinks he's coolest guy in the world!" said KTM President Rod Bush about his son Robbie. Hey, didn't Tommy ride KTM last year?

So where was I? Hey, I'm no fool—I was at the Blackwater 200 Dual Sport the weekend before, where you can have *real* fun. Look for reports on both Blackwater events next month in *Trail Rider*.

## NETRA EVENTS UPDATE

Things are ripping along this month (it's actually June). There must be a half-dozen events to attend every weekend, and we can hardly keep them straight. More people are racing than ever before, and it's great to see the events packed! Fred Hoess won the King Philip East enduro, slashing through the Wrentham rocks like there was no tomorrow. The next enduro after that was the New England Championship in Somers, Connecticut, and NETRA Champion

Russ Stearns took that one. Fred says he likes New England enduros, so Russ has his work cut out for him if he wants to repeat last year's championship.

The seventh of June was the date for the Rhody Woodsocross hare scrambles, always a good event, but conflicting with the BW200 this year, so we missed it. There was plenty to miss, as Lee Heliwell and Tommy Norton had the battle o' death there, with Heliwell taking the win by mere seconds.

The Dam Good hare scrambles was won by Doug Henry, a motocrosser of no small repute. Doug reportedly won by a handful of minutes over second-place Heliwell, pretty much proving that national caliber Supercross riders do know how to get around a track quickly.

## ECEA UPDATE

Fred Hoess has been busy in the ECEA series as well. He won the Ridge Run enduro in May, an interesting event since they ran it FIM rules and it rained all day. Mike Lafferty was second overall there. Jack Lafferty Jr. came back and won the overall at the Reading enduro the week after the Speedsville Qualifier. Next up was the Green Marble, and Kevin Bennett came back out of the woodwork to win it on a Yamaha YZ125. This is the first win for Bennett this season; could it be the start of a new trend?

We had freelancers at a number of these NETRA and ECEA events, so look for some coverage on them in the next issue of *Trail Rider*.

## SWEET CHARITY

A fax chugged out of the machine the other day, telling us that the Pilgrim Sands Trail Riders had donated \$1000 to the Freetown Fire

## HURLING WITH GATOR AT THE 'NAM

by Jerry "Jimmie Hat" Bernardo

Mark Kariya (Dirt Rider magazine) comes to Beantown once a year for three purposes. 1: to watch the Boston Marathon, 2: to enjoy quality time spitting up blood on mountain bikes with Kevin Hines, and 3: to get a loner steed and go riding with Fah-Q Racing.

This all seemed well and good. He daydreamed about third gear clickers and soft pine trails. *NOT*. Tommy Norton generously offers the ornamental one his Team Mirage CR125 to test, as he would be racing down south (I also acquire a loner steed, having sold my KTM 250). Picture this distorted scenario:

Dr. Jerry: "Todd, can I borrow your CR500?"

Dr. Todd: "Yes."

It seemed that easy. Gee, I never rode a 500 before (I also bribed him with a fresh set of Metzlers).

The tour guides, Jerry and Tim, decide all warm-ups begin in Hell. Vietnam, the often feared, secret training trail. You know this riding scene: 17 victims of mixed A to D riders start the loop. The carnage begins. The weak drop like the Energizer rabbit out of 'Nam. Kariya has a nice, swelling arm pump, Russell "I'll be Gentle" Bain has a flat. All is good.

The highlight of the loop had to be the foam coming out of Gator's mouth halfway through the ride. Hey, at least he was there. Hurling during the loop somewhere Hines is happy.

Now we're off to more fun. 12 moist towlette racers squirted in TV mud head off to the Franklin Town Forest. Riding up and over Bear Hill was so much fun we deja-vued and rode it twice. We had video-recorded antics in the Varney Bros. pit by Wacky Jack Speroni of Dirt Cycles. Oh, and I almost forgot, a beautiful ostrich sand plant by a Mr. B. Pybas. Five stars. Nice form.

By the time we got to the forest the white blood cells were looking for the barbecue grill, and there were only ten of us left (Kariya squares off all the corners oh so perfect). He really reads all those articles. We all had a blast. If we could do this every day we would be kings.

Jerry Bernardo  
Red Meat Eater

## NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	Fayetteville, NC 28301 (919)867-5219
East Coast Enduro Association (ECEA) 1380 Route 70 Browns Mills, NJ 08015 (609)893-7294	American Motorcyclist Assn. P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Budds Creek Hare Scrambles P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	New York Hare Scrambles Series (315)895-7654
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	District 4 Enduro Comm. 568 Whittier Road Spencerport, NY 14559 (716)594-0384
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	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557

## WHERE TO RIDE

August

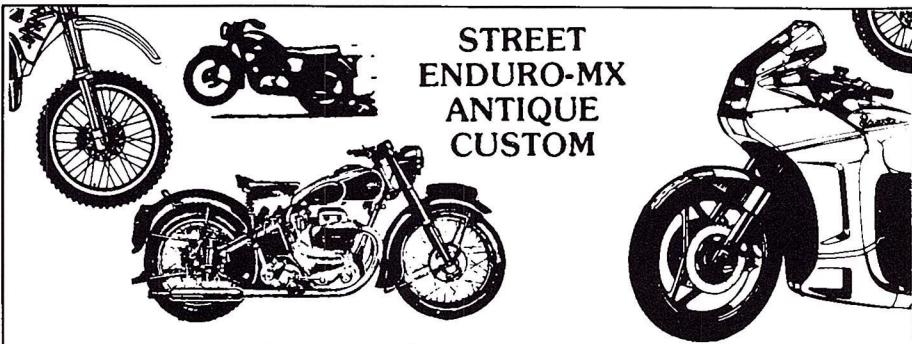
- 8/1-2 Abners GNCC  
N. Comerstown, OH (304)594-1157  
8/2 New York Hare Scrambles Series  
Speedsville, NY  
8/3-8 AMA National Dual Sport  
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8/9 ECEA Canyon Enduro  
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8/30 ECEA Beehive Enduro]  
Mauricetown, PA  
8/30 Missouri Hare Scrambles Chp.

Department to help with the cost of a new defibrillator for the EMS team. Way to go, guys! They also promote a Toys for Tots ride in December each year, and help out in many ways in civic functions. They meet each month on the first Tuesday at the Upland Club in Plympton, Massachusetts, the location of their annual Chilly Chili turkey run. If you live in the southeastern corner of Massachusetts and don't belong to a club yet, get hooked up with these guys, they're a good group.



## STOLEN BIKE

*Trail Rider* contributor Mark Uth reports the theft of his trusty '78 Yamaha DT125 from in front of an Atco, NJ, tavern in mid-June. Mark had gone inside to remedy a severe case of dehydration, and when he emerged only 90 minutes later, the DT was gone. It had NJ license plate number K105Z on the back, and the frame number is ZA6029045. The bike is yellow with a black frame, and anyone with information that may lead to the impending injury and arrest of the thieves is urged to contact the *Trail Rider* office immediately at (609)953-7805.



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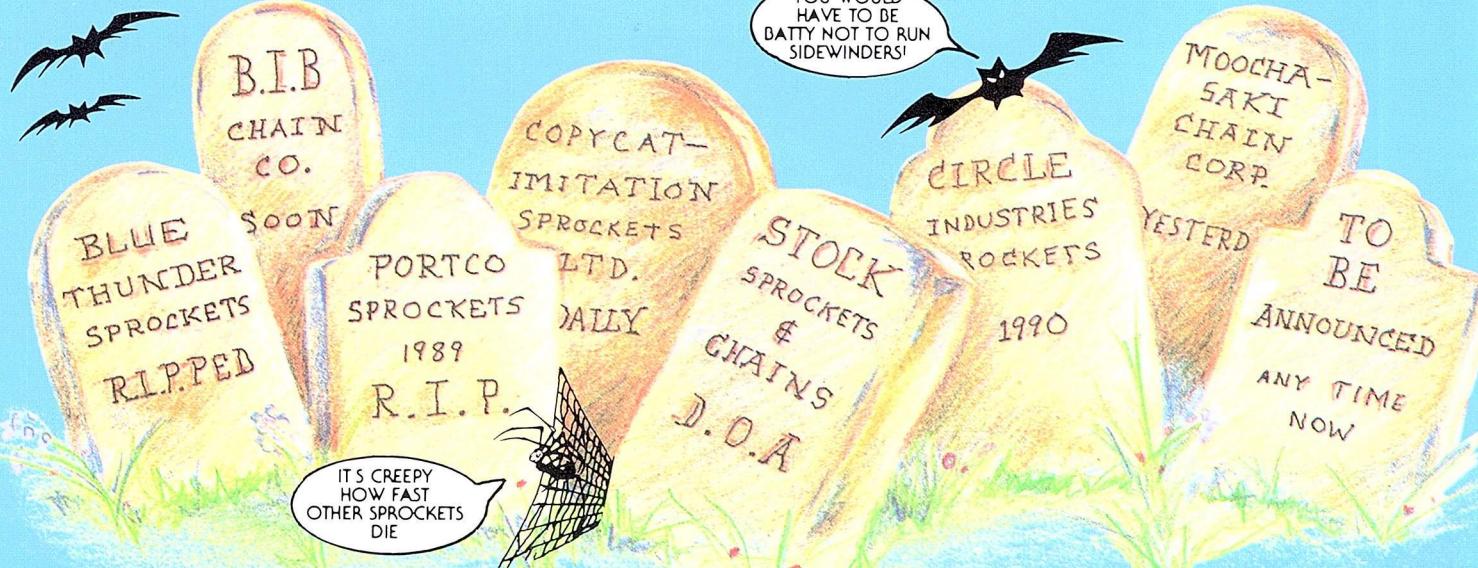
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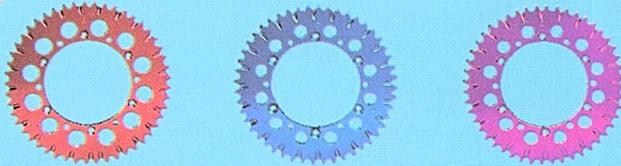
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# THE REST OF THE WORLD

## GREAT IDEA

A new organization has been formed in California, and we really like the sound of this. It's the League of Off-Road Voters, and just as the name implies, it is an organization of the leaders of the major statewide and regional ORV enthusiast groups in California. One of their first actions this year was to mail out a questionnaire to almost 1000 candidates on the various ballots around the state, and from this they intend to report to their member groups how these candidates stand on ORV-related issues.

We like this idea! Now the candidates have to answer to a genuine organization of dirt biking (and ATVs) voters, which should at least make them aware that there are some very important issues to us off-roaders out there. We would heartily recommend that active riders in each state form a League right now, and possibly in the future we could have a national League of Off-Road Voters. For information on how they're doing what they do, contact the League at 3550 Foothill Boulevard, Glendale CA 91214.

## REPLACEMENT TAILS

Graydon Proline has a new item out that is going to ring the bell of all Honda CR owners who have lunched a rear subframe at one time or another. They have a replacement subframe welded up from aircraft quality aluminum alloy; just as strong as stock and quite a bit lighter. All the factory hardware will bolt right in place, just like stock, and the best part is that the suggested retail is only \$185. Try to replace the stock parts for that little. Available in four different models to fit Honda CRs from 1987 through 1991. Contact Steve Graydon for more information, at (310)531-7142, and tell him you saw it here.

## BLUE RIBBON HELP

The Blue Ribbon Coalition needs your help to continue the fight against closures of public land. Blue Ribbon was instrumental in helping promote the Symms National Recreational Trails Act, and they are active in many ways to keep public land open. They are a national organization, with members from across the country. When you join Blue Ribbon, your membership fee goes to help fund the work of Blue Ribbon nationwide. You also receive the Blue Ribbon magazine, which is a monthly compendium of all the recreational access news, whether you're a motorcycle rider, ATVer, fisherman, Jet-Skier, snowmobiler, whatever. They are serious about land access (very active mo-

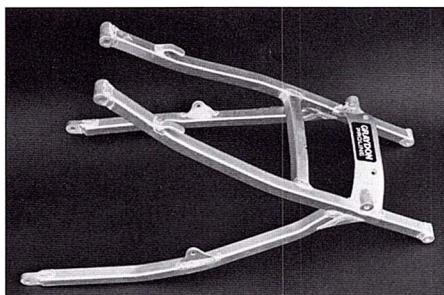
torcyclists), and are doing good work. The Sierra Club has nightmares about these people.

An individual membership is \$20 a year, club or organization membership is \$100. There's only one organization supporter listed in the Blue Ribbon magazine for the state of New Jersey, and that's *Trail Rider*. Why don't you join us, and join Blue Ribbon? The address is P.O. Box 1427, Idaho Falls, ID 83403-1427.

## KTM FOR 1993

Yes, Virginia, there will be a 1993 for KTM; and no, they won't be using Marzocchi forks. Actually, the new KTM's will once again be using the WP 4057 cartridge forks, valved a little differently to complement a brand new rear suspension system. On the '93s, the rear shock will be longer, as well as moved farther forward in the frame. This results in a lower saddle height, more travel, and a more centralized mass, resulting in a plusher ride, according to test riders who have experienced the new bikes.

Also, the mint and pepper color scheme is rumored to be gone with the wind, replaced by "dramatic new styling" which has yet to be revealed. We've been told that the factory had some prototype bikes that were black, with a silver frame and red accents here and there, and



they were strikingly different looking, for a KTM. Unfortunately, we have been all but assured that we won't be seeing a black KTM in production next year.

The KTM lineup is going to be streamlined also, with the model designations being 125, 250 and 300 E/XC, 125 and 250 SX (super-cross), and 300 and 550 M/XC (motocross/cross country). The most anxiously awaited models will be a new four-stroke line, featuring a "mid-sized" thumper (almost certainly 400cc) sharing the same chassis as the two-strokes. This 400 is rumored to be certified as a dual sport/street-legal trail bike, but not for 1993. Instead, it will be certified street-legal for fall of '93 (as a '94 model). We will have more news as it becomes available.

## OIL HOGS

If you use Golden Spectro two-stroke oil, and ride a lot, you're going to love the fact that it's now

available in a half-gallon container. Made for race teams that routinely like to mix huge quantities of fuel at one time, the new container will also appeal to those of us who value economy, since it should probably retail for slightly less than the same amount in the familiar 12-ounce bottles. The 12-ouncers will still be available. See your dealer for details.

## HELP THE SMOKEYES

The Smokey Mountain ORV Club is facing a dilemma. For years, they have been promised an expansion of their ATV trail system in the Highlands Ranger District of the Nantahala National Forest, near Sylva, North Carolina. The Forest Service is now moving forward to fulfill that promise, but they have been stopped by storms of protest from anti-recreation organizations. The protests come from organizations in the Asheville area, and are the type who will oppose any kind of motorized recreation anywhere.

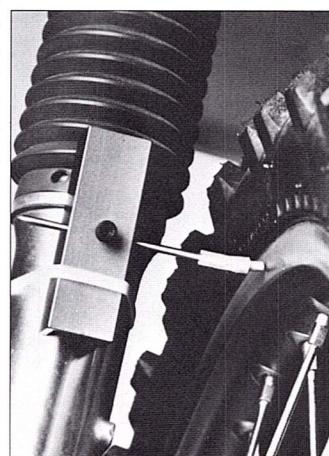
The Forest Service seems to be behind this expansion of the trail system, but they are naturally hog-tied by the antis. They are, however, actively interested in letters of support to back up the cause, so if you have ever before, or ever see yourself in the future riding in North Carolina, now is the time to respond. Also, consider that any time we can beat the antis back into their caves, it weakens their cause a little bit more. None of us are interested in destruction of the National Forests, but we all still realize that stopping outdoor recreation will only turn the rest of us into drunks, crack addicts, and lawn freaks.

Write with your support of the club's ATV trail system expansion. After all, it could happen up here next. Write to Dave Cawse, District Ranger; Highlands Ranger District; Nantahala National Forest; Route 1, Box 247; Highlands NC 28741.

## BLUE TRUER

Our friends at Progressive Suspension have done it again. They are going to corner the market on knick-knack products that are really useful, and the Blue Truer is no exception. It's nothing more than a flexible pointer that mounts

to your fork leg, swingarm or wheel alignment tool, and adjusts to allow you pinpoint accuracy in truing wheels. You really shouldn't even tighten your spokes without checking the wheel's trueness, so this is a valid product. Best yet, the price is under \$10 suggested retail, so it's not going to break the bank. Tell your dealer to call Progressive at (619)948-4012 to get it. □



# LEMBO LAKE

Roosting at the apple farm

**Modena, NY 5/10**

I know a lot of you have dreamt about such a thing. You're passing through farming country; rolling hills, little fields, patches of woods here and there. Suddenly you come by a huge orchard, rows of apple trees snaking up the hills and down the other side. The thought is almost involuntary: *Man, I'd just love to be roosting up*

*those rows of trees....*

Well, the Tri-State Motorcycle Club figured out how to do just that. Lembo Lake Park, the venue for the Modena hare scrambles, is a recreation facility located adjacent to a huge apple orchard, and owned by the same people. You can't get any more convenient than that. They run a motocross at Lembo, as well as Jet Ski races, and they are building an oval flat track. When the Tri-State boys came in and asked about hare scrambles, well, it was a natural. All they had to do was pay a gate fee and let the proprietors charge for camping, and they were home free.

Last year, Tri-State ran a three race series out of Lembo Lake, with excellent results. This year, May 10 saw the debut of the first NETRA-sanctioned hare scrambles at Lembo, and although the parking area was messed up because of construction on the motocross and flattrack, the park was favorably received by all. You couldn't help but like the course.

Right off the starting line, you were treated to a taste of what was to come, when the arrows pointed you down through a small grove of trees. Most riders found out right away how carefully they had to brake for the turns, as the course was almost entirely cov-

ered in grass. A turn on the edge of the grove led to a rocky two-track into the woods. The trail snaked back and forth, sometimes opening up for a bit, but mostly constrained to a boney single line, to give the woods riders a chance to shine and keep everyone else honest.

Suddenly you pop out of the sunlight again, and follow a rise crossways through the apple rows. The trail leads down the hill on the other side, into the course's only ugly mudhole. It was completely passable, but very sloppy and



*This is what it would look like, just before the first wave mows you down. There was a little mud here and there, but overall the apple orchards were primo.*



*Dualin' Huskys! Kemp Stewart (foreground) fought at the front of the pack, and finally finished fifth in the AA class. Husky rider Dennis Tripp took the overall.*



*Paul Milliken, NETRA's Off-Road Grand Champion diced with Dennis Tripp and John Towslee, finishing second overall.*



*The A-200 class charges off the line. That's Kevin Soboleski, winner of the race, second from right. He was last month's cover boy...smile, Kevin!*



*Paul Rose led the Junior class start to finish on his Cycle Dynamics KTM. Guess it must get lonely out there in the front...not!*

intimidating. There was some high-speed row-blasting on the other side, and then another quick excursion through the boney woods. When you cleared the trees this time that was the end of it—the remaining half of the course was nothing but apple orchard, wide open and wild!

All the different turns blend together after a while, and we can't keep straight the exact progress of the rest of the lap, but the Tri-State

trail boss, Roger Billharz, kept everybody honest by not using the same sort of turn sequence from one section to the next. It would have been really easy to just run up one row and down another, all through the orchard, but that wasn't at all what happened. Actually, it must have been really confusing on the first lap, since you couldn't anticipate which way you were going next. But, after a few laps, everybody got into it and settled into some serious roosting.

The course worked out well. Everybody liked it, and it was practically impossible to cut corners on a lap. In addition, the weather was perfect all weekend. The ground was tacky and moist (under the slippery grass!) and there wasn't a bit of dust.

The Minis and Juniors ran first race of the day, so they had the bulk of the grass to cut through. Paul Rose (Cycle Dynamics KTM) did an admirable job of blowing off everyone else in the Junior race, and After that came the Novice classes, and they had a good hour to cut off the sod. By the time the Amateur and Expert classes were up to bat the course was perfect, if not a little slippery on the rocky patches.

Local favorite Pat Moroney got the holeshot on the first row of the Expert race, but not by much. He actually led a freight train of Paul Milliken (KTM), Rick Claxton (Kaw), Kemp Stewart (Hus), John Towslee (KTM), and Dennis Tripp (Hus). Moroney had trouble and fell back on the second lap, and it appeared Claxton inherited the lead for a bit, but not for long, as the lead kept getting passed back and forth.

This is where the controversy started. Frankly,



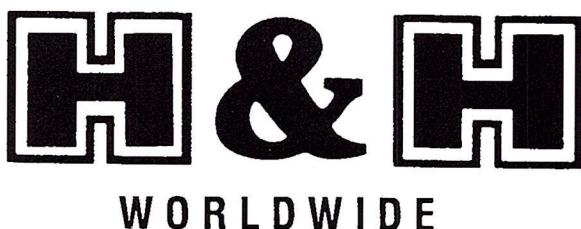
*The woods sections appeared to be open, but bone and a few little mudholes kept riders honest and the speeds down.*

the crew at the scoring barrels let their guard drop, and they lost track of who was leading when the end of the race came up. The back-up sheets and eyewitnesses agreed that Dennis Tripp won the overall, but Paul Milliken and John Towslee were right up front and were convinced that they had won. These protests and some other scoring problems held the trophy presentation up until after 7 P.M., and marred an otherwise fantastic event. The re-

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sults we have here are official, unless protests are upheld by the NETRA Board at a future date.

The scoring problem was unfortunate, but the rest of the event was great. Lembo Lake is not

too far off the beaten path, the owners love motorcycle racers, and the track is unbelievable. You haven't learned the meaning of fun until you've cut a brand-new berm in a grass-

covered apple orchard. The next time Lembo comes around, it's well worth the drive to ride it. Hopefully, the scoring problems will be only a bad memory by then. □

<b>NETRA Lembo Lake</b>	<b>A Open</b>	<b>4. A. Menzel</b>	<b>Kaw</b>	<b>2. J. Avery</b>	<b>Yam</b>	<b>C Four Stroke</b>
<b>Hare Scrambles</b>	<b>1. T. Timothy</b>	<b>KTM</b>	<b>5. J. Kropiwnicki</b>	<b>Kaw</b>	<b>3. P. Johnson</b>	<b>1. S. Rodvansky</b>
<b>Class Results</b>	<b>2. D. Rotman</b>	<b>KTM</b>	<b>B 250</b>	<b>KTM</b>	<b>4. C. Bertine</b>	<b>2. S. McKenzie</b>
<b>D. Tripp</b>	<b>Hus</b>	<b>3. M. Hines</b>	<b>Hus</b>	<b>5. C. McGrath</b>	<b>Hon</b>	<b>Hus</b>
<b>Grand Champion</b>		<b>4. J. Resse</b>	<b>Kaw</b>	<b>C 200</b>		<b>Suz</b>
<b>B. Davidson</b>	<b>Hon</b>	<b>5. G. Circosta, Jr.</b>	<b>KTM</b>	<b>1. M. Audesse</b>	<b>Kaw</b>	<b>Suz</b>
<b>Overall A</b>		<b>A Veteran</b>		<b>2. K. Hubbard</b>	<b>Kaw</b>	<b>5. T. Hartmann</b>
<b>C. MacNamara</b>	<b>KTM</b>	<b>1. P. Lemere Jr.</b>	<b>Hon</b>	<b>3. D. Whiteley</b>	<b>Kaw</b>	<b>Super Senior</b>
<b>Overall B</b>		<b>2. B. Collin</b>	<b>Hon</b>	<b>4. B. Quick</b>	<b>Kaw</b>	<b>1. J. Shinners</b>
<b>J. D'Orlando</b>	<b>Suz</b>	<b>3. M. MacFarlane</b>	<b>Kaw</b>	<b>5. J. Stackhouse</b>	<b>Kaw</b>	<b>2. E. Barnes</b>
<b>Overall C</b>		<b>4. G. Wolverton</b>	<b>Kaw</b>	<b>C 250</b>		<b>Vintage</b>
<b>AA</b>		<b>5. K. Bonney</b>	<b>KTM</b>	<b>1. J. D'Orlando</b>	<b>Suz</b>	<b>1. D. Roper</b>
<b>1. D. Tripp</b>	<b>Hus</b>	<b>A Senior</b>		<b>2. D. Jackson</b>	<b>KTM</b>	<b>2. R. Curtis</b>
<b>2. P. Milliken</b>	<b>KTM</b>	<b>1. F. Burnham</b>	<b>KTM</b>	<b>3. M. White</b>	<b>Hon</b>	<b>3. J. DiVenere</b>
<b>3. J. Towslee</b>	<b>KTM</b>	<b>2. J. Randall</b>	<b>Hbg</b>	<b>4. G. Robesby</b>	<b>Kaw</b>	<b>Women</b>
<b>4. M. Pydych</b>	<b>Yam</b>	<b>3. A. Desrosier</b>	<b>Suz</b>	<b>5. J. Ehrhardt</b>	<b>KTM</b>	<b>1. D. Comali</b>
<b>5. K. Stewart</b>	<b>Hus</b>	<b>4. I. Witkop</b>	<b>KTM</b>	<b>C Open</b>		<b>2. S. Landry</b>
<b>A 125</b>		<b>5. B. Wilcox</b>	<b>Suz</b>	<b>1. B. Smith</b>	<b>Kaw</b>	<b>3. M. Lau</b>
<b>1. J. Haines</b>	<b>Kaw</b>	<b>A Four Stroke</b>		<b>2. B. Garbarino, Jr.</b>	<b>KTM</b>	<b>4. S. Stevens</b>
<b>2. S. Formanek Jr.</b>	<b>Kaw</b>	<b>1. J. Mitchell</b>	<b>Hon</b>	<b>3. S. Barnes</b>	<b>Hus</b>	<b>5. C. Durivage</b>
<b>3. T. Stone</b>	<b>Hon</b>	<b>2. J. Strong</b>	<b>Hon</b>	<b>4. E. Duffy</b>	<b>KTM</b>	<b>Junior</b>
<b>4. P. Blanquart</b>	<b>Kaw</b>	<b>3. S. Baker</b>	<b>Hon</b>	<b>5. T. Driscoll</b>	<b>Suz</b>	<b>1. P. Rose</b>
<b>5. W. York</b>	<b>Hon</b>	<b>4. S. Hyde</b>	<b>Hon</b>	<b>C Veteran</b>		<b>2. J. Watkins</b>
<b>A 200</b>		<b>5. J. Campetti</b>		<b>1. F. Siena</b>	<b>KTM</b>	<b>3. J. Cahill</b>
<b>1. K. Soboleski</b>	<b>Kaw</b>	<b>B 125</b>		<b>2. B. Robertson</b>	<b>Yam</b>	<b>4. C. Newman</b>
<b>2. E. Sirois</b>	<b>Yam</b>	<b>1. K. Mooney</b>	<b>Kaw</b>	<b>3. G. Lancto</b>	<b>Kaw</b>	<b>5. B. Greenwood</b>
<b>3. T. Pydych</b>	<b>Yam</b>	<b>2. G. Brigham</b>	<b>Hus</b>	<b>4. W. Cyr</b>	<b>Suz</b>	<b>Mini</b>
<b>4. B. Bonesteel</b>	<b>Kaw</b>	<b>3. B. Wilcox</b>	<b>Suz</b>	<b>5. R. Merick</b>	<b>Kaw</b>	<b>1. A. Clarke</b>
<b>A 250</b>		<b>4. J. Hacia</b>	<b>Kaw</b>	<b>C Senior</b>		<b>2. J. McLevy</b>
<b>1. B. Davidson</b>	<b>Hon</b>	<b>5. J. Hatfield</b>	<b>Kaw</b>	<b>1. J. Millet</b>	<b>Yam</b>	<b>3. L. McNeil</b>
<b>2. R. Brownson</b>	<b>Kaw</b>	<b>B 200</b>		<b>2. P. Dumais</b>	<b>KTM</b>	<b>4. D. Stroh</b>
<b>3. W. Clarke</b>	<b>Hon</b>	<b>1. E. McEachern</b>	<b>Kaw</b>	<b>3. P. Richardson</b>	<b>Yam</b>	<b>5. T. Magagnos</b>
<b>4. R. Morehouse</b>	<b>KTM</b>	<b>2. T. Dabkowski</b>	<b>Kaw</b>	<b>4. C. Baker</b>	<b>Hon</b>	
<b>5. R. Spenc</b>	<b>Hon</b>	<b>3. J. Martin</b>	<b>Kaw</b>	<b>5. G. Fish</b>	<b>Kaw</b>	

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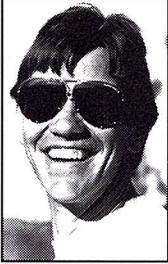
# Safety Factor



#### GROUP K

##### Harry Klemm

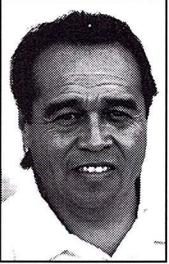
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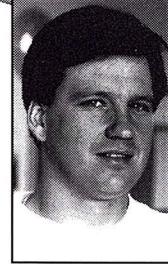
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# DIRT CHEAP DUAL SPORT

Combine dual sport and vintage: the low-bucks way to road and trail riding

by the penny-wise (and admittedly pound-foolish) Trail Rider staff

**O**okay, so you see all the ink dual sport riding is getting, and you may be interested. You have one question: how in the world am I going to afford both a dual sport bike and a \$4000 racing machine? By the time you get done keeping that woods weapon happy each month, you're lucky to be able to fill it with gas, right?

We know what you mean. We get a number of test bikes here each month, so there's always something worth riding, but when it comes to *actually owning* a bike or two, well, the checkbook simply won't open. There are two or three permanent vintage bikes here, and every now and then a woods bike that we hold title to, but the thought of a new bike every year is little more than a pipe dream on our income.

So when we got the itch to own a real, serviceable dual sport bike, we knew we'd have to do some scheming. Why buy one, when there may be a new XT350 in the garage, or a DR350S? Because you never know when a test bike is going to be called back, and besides, it's a lot more comforting to know that the paperwork is yours, the insurance is paid up, the inspection is current...and if the cops stop you, you've got no explaining to do. The importance of this is hammered home the first time you try to explain to a peace officer the difference between a *loaner* bike and a *stolen* bike.

But how to do it with little or no money, that was the question. And we're not the only people who want the answer; there's a lot of you who want to get a street/trail beater and join us on the off-weekends, am I right?

## BEST OF BOTH WORLDS

To do it, we decided, you have to get something cheap. That means either a fixer-upper, or an old bike...or an old fixer-upper. We decided that something that needed work would suit our budget fine; since the initial investment cost would be low, we could afford to put a lot of detail work into it, and ultimately wind up with a reliable bike that actually worked pretty well.

To cut to the chase, we wound up with a 1980 Yamaha XT250. Actually, we wound up with *two* XT250s. They way we did it, and a good method for you to use, was to comb the dealerships in the area by phone, explaining what we wanted and why—something dirt cheap, street legal, with a title, and in need of work. Dealers are approached with bikes like this for trade-ins on a regular basis, so we put the word out and sat tight, every now and then calling around again and checking.

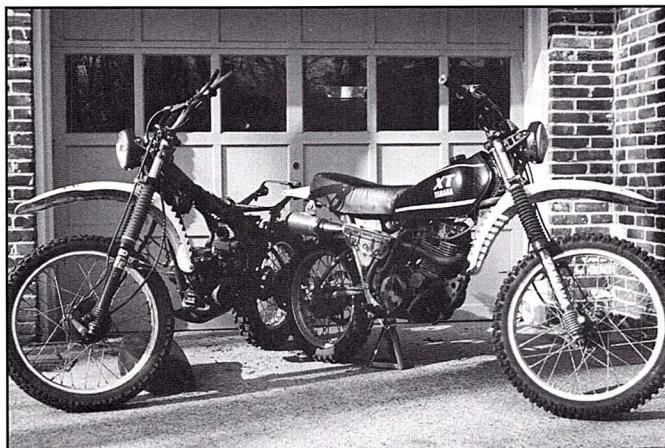
In the mean time, we also checked the want ads every week. At one point, we found a "Yamaha XT250, runs okay, needs work" in North Jersey for \$150, but at the time we had our heart set on a 350, and passed it by. There were a number of 350cc and even a few 500's in the \$600 range, but we wanted to shoot as low as possible, hopefully finding something with engine damage. The broken ones are the cheapest, and if you don't mind getting your hands dirty, they can be the best investment.

The only trouble with a search like this is the amount of time it takes. We looked for a couple

of months, and were getting real anxious. That \$150 XT250 was looking a lot better, although it had long been sold. Finally, Kevin Hamilton of Hamilton Sportcycles in Hampstead, New Hampshire, called and said he'd found a bike, if we wanted it. He was honest about the condition. "It's a piece of junk, really. I know you were looking for something so I took it on trade."



*It runs! The first time out it started and ran happy as pie, although the powerband suffered from a badly adjusted carb.*



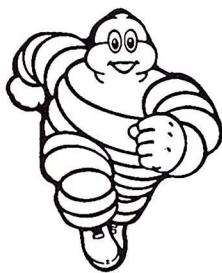
*The two patients, waiting for the rebuild. One was a rolling wreck, and the other actually ran, in spite of some heavy engine damage. Both had been stripped for dirt riding and were missing the road parts.*



*Buffed out, polished up, and done. White Bros did a great job on the engine, Acerbis plastic dressdes it up, and the Metzeler/Pirelli tire combo is second to none. Accessory gas tanks do not exist for this bike.*

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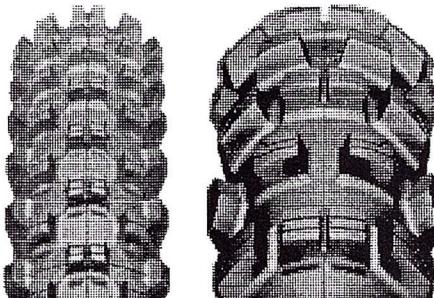


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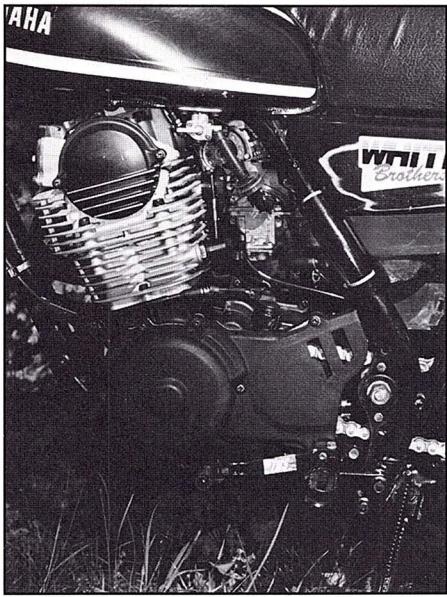
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The engine received a 272cc piston, new valves and heavy-duty valve springs, and a White Bros cam. It's not a bad runner!

If you don't want it...or them, actually, I'll just toss them in the dumpster."

*Them?* As it turns out, he had two XT250 machines, one that was running, more or less, and one that was a rolling basket case. With nothing else in the garage, we said "Sure!" and arranged delivery. Price? \$100. Right in the ballpark!

#### PLenty OF WORK

One of the bikes actually did run, but that was about it. All the street legal gear had been stripped off. The shift lever was welded on. The tires were useless, the air filter was gone—had been, for a number of years. There wasn't any



The Pirelli Rallycross tire is DOT approved and appears to be a full knobby. We had to switch to stock-type turn sigs to pass state inspection..

deep rust under all the oily dirt, and none of the bolt heads on the engine were rounded, which was an excellent sign. We started the teardown and cleaning process.

By the time we got the engine out of the frame, onto the bench, cleaned up and opened up, we found renewed optimism. You see, the condition of the bolts is really important, because that can tell you if the engine had ever been worked on, and possibly brutalized, in its life. This engine had literally never been taken apart, which meant that everything inside was stock and, if anything, simply worn out. There was nothing damaged by an amateur mechanic, which is usually the worst kind of damage to repair.

The worst problem was a worn-out intake

tappet, hammered into junk by a loose valve adjustment. This was no big deal; since we planned on a valve job anyhow, replacing a few parts was definitely in the budget. We also planned on boring the cylinder and installing a new piston...hey, after 12 years, the XT deserved it! Rooting around in some catalogs, we found out that White Brothers Cycle Specialties had an oversize piston for the XT. For the same money as a regular top end job, we could bore this baby out to a tire-shredding 272cc.

Hey—we jumped on it!

We sent the whole top end to White Bros, and they did the bore and valve job. At this point we were still under budget. The Arias big-bore piston was the most expensive item, at \$115 (including rings), and the bore job was \$40.



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There were a lot more parts in the valve job: \$75 labor, \$58 in repair parts, including two new valves and rockers and all the trimmings. At this point, the WB boys easily talked us into a high-lift cam, since the engine would breath better with it, and a set of R&D high-performance valve springs. The cam was \$90, the valve springs \$42.

We were into the XT for \$420, but the engine was done, and sure to be right. Next, we turned our attention to the suspension. Not much can be done, right? Old bike, original Monoshock design...not much to do but order a new stock Monoshock...well, maybe not. In a conversation with White Bros, it came out that they did literally hundreds of these shocks back in the good old days, back when there wasn't such a thing as cartridge damper forks and 13 inches of travel. They had a valve-piston replacement kit buried away on a back shelf, and could do a shock rebuild for \$125. A new stock shock cost \$280, so we took them up on it. The forks were

even less problem—a simple \$20 damper rod modification would do wonders for the stock damping. "It's old technology, but we figured out how to fix all this stuff back in the '80s when these bikes were so popular," said Dan White, "And it's all still viable today."

#### TONS OF DETAILS

With \$565 spent, we were approaching the edges of our budget, but how many projects stay within a budget anyhow? Getting the chassis together practically nickel and dimed us to



*Since we completed the bike, we found an aftermarket aluminum swingarm for the XT, so naturally we tore the bike all apart again!*

death. We have about \$110 in Yamaha parts invested, everything from gaskets to swingarm bushings to turn signal flashers and bulbs, all bought from Yamaha of Camp Hill in Camp Hill, PA, and Mount Holly Yamaha/Honda in Mount Holly, NJ. We were the scourge of the parts department in both these places for a time.

To replace that shifter that was welded on, we bought an IMS folding shift lever (still available everywhere), and picked up a set (\$32) of those trick, tiny turn signals that White Bros sells. For replacement sprockets and o-ring chain, we went whole hog and spent \$150 on a Sidewinder kit. Replacement fenders came from Acerbis, including the Fast rear fender with D.O.T. approved taillight and license plate holder (\$50) and the ubiquitous Baja front fender (\$23). We were going to use an Acerbis Vision headlight, with its integral plastic headlight cover and quartz halogen bulb (\$85), but there was no way we could make it fit, and finally went with the stock headlight.

Finding the right instruments was a problem. Nobody makes a neat aftermarket speedometer, so we rounded up the original equipment through Dirt Cycles in Holliston, Massachusetts. Unfortunately, the speedo/instrument light cluster Dirt Cycles sent didn't work, but they took another set off a Honda XL and replaced it, no charge. The Honda parts look a little strange, but they work and only cost \$50. We needed a sidestand as well, and found one at Allsport Cycle Salvage in Greenacres, Washington. Through the miracles of UPS, we had it in a week for only \$20. Our friends at J&D Walter Distributing in New York sold us a stock



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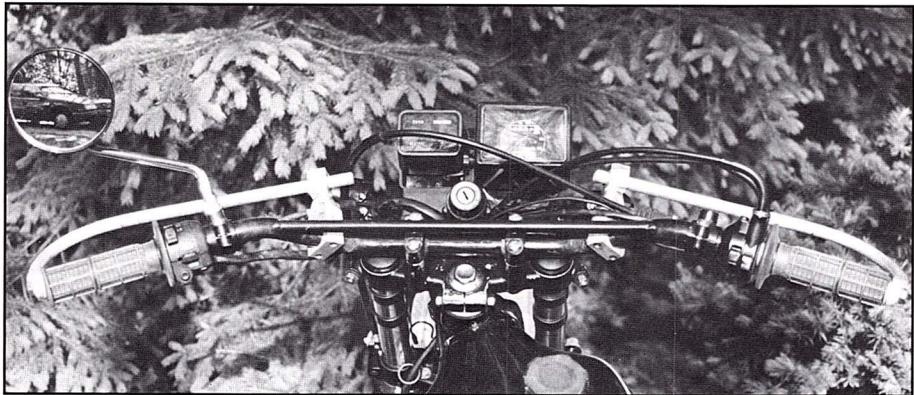
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The handguards we used are an old pair of Hi-Points—we couldn't resist! Instrument cluster is from an old XL Honda, and the rest of the controls are original.

battery (\$20), and all that remained was to bolt it all together.

It doesn't sound like we had to buy everything new, and that is absolutely correct. Remember the second XT that came with the deal? That bike was routinely robbed for parts, and the best parts from both were combined. One of the bikes had two sets of brand-new EBC brake shoes on it, so we didn't spend any money there. For levers and controls we just used the old stuff as well; we even used a set of Answer carbon-steel bars that were living on the running XT—they're heavy, but there's nothing wrong with them.

The handguards we used on the finished bike deserve some explanation, since you're not likely to find anything like that at your local dealer. They are old Hi-Point handguards, pre-

dating Bark Busters, and you can find them in ancient Hi-Point catalogs. Naturally, you can't buy them anymore, but we found a set at the bottom of a box of vintage parts on a garage shelf, and had to use them for nostalgia's sake.

We went back and forth on the pipe on this bike. It came with a perfectly serviceable Super Trapp mounted on a Honda ATC185 pipe that was cobbled to fit, but the Super Trapp was too loud, and when we removed enough discs to quiet it down, the bike wasn't happy about starting. By luck, we found out that one of the mechanics at Yamaha of Camp Hill had a stock XT250 pipe, and we talked him out of it. It was in grim shape, with bad rust and holes in it, so we sent it to Finish Line Products and ruined their day with it. Still, Finish Line patched the holes and made the pipe air tight, and that's

about all we could ask. It's quiet, but the engine could use a bigger head pipe...and we may build one yet.

Finally, we decided to give the old chassis the benefit of the doubt and put the best street-legal tires we could find on it. We used a Metzeler Unicross front, which is nothing more than an MX knobby with D.O.T. stamps on it, and a Pirelli Rallycross rear tire, once again street legal. The rear on this bike is a particular problem, since it is a 17-inch rim, and the tire choices are limited. Still, the Rallycross looks more than capable in the dirt. Between both tires, we won't be giving up anything off-road.

Finally, the key to keeping a "dirt cheap" dual sport bike really dirt cheap, is to minimize the number of new parts you buy for it. "The fallacy of fixing up an old bike is that people believe that they're going to do it without spending any money," says Jerry Randall of Valley Motor-sports. "Actually, they're spending 1990 dollars on 1970's or 1980's parts, and the bills mount up fast. Guys usually wind up spending more than the bike is worth." Only you know how much you want to spend, and what you want to spend it for. Set a budget, spread out the modifications over a long period of time, and you won't break the bank. The most important thing is to have something fun to ride, not the trickiest bike at the run.

#### RIDING IMPRESSION

We had one problem getting the XT on the road, and it concerned the turn signals. The neat-looking, tiny turn signals that White Bros sells are 12 volt only, and six volt bulbs are simply not available for them. Also, the XT

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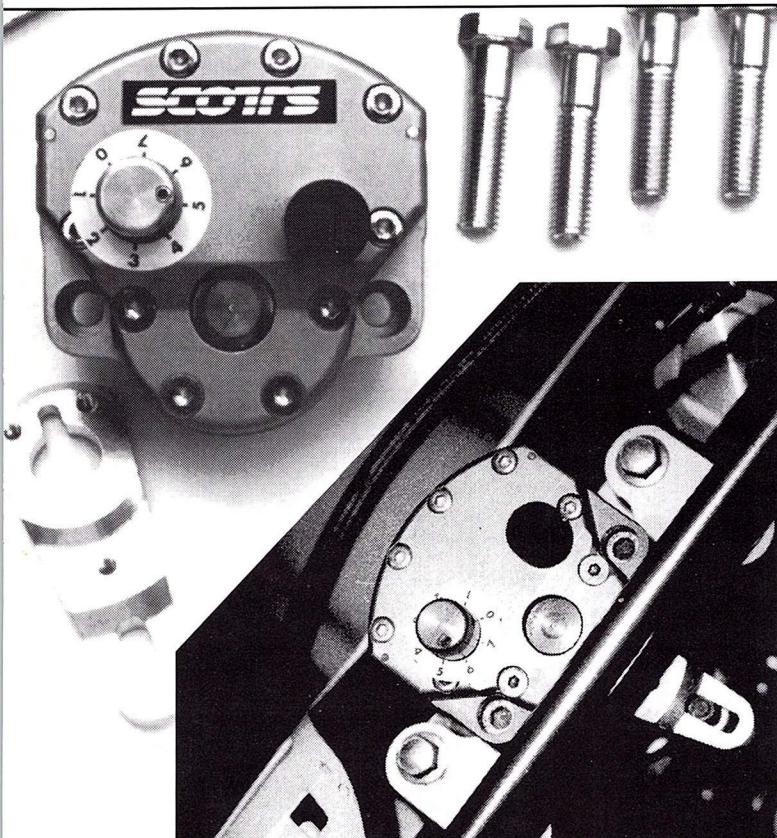
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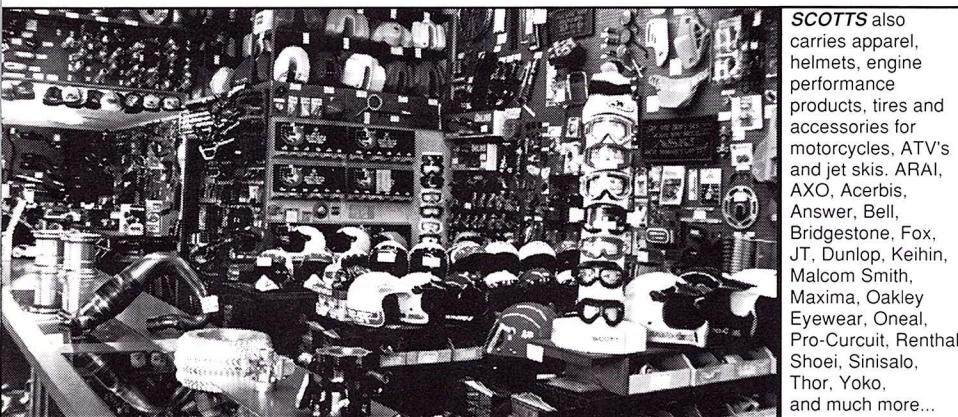


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flasher unit won't work unless it has the right bulbs hooked up to it, so we had no choice than to install turn signals that would take the proper bulb. As luck would have it, Allsport came up with a full set of old Honda XL sigs, complete with the proper bulbs already installed—and they worked perfectly, immediately. It cost us an extra \$50, but it was money well spent.

Once it was licensed, we headed out on the road with it. Power output was lousy...a friend said "That mixture screw needs adjusting..." and when we put a screwdriver on it, we found that the original owner had it screwed down snug. Wrong. Crank it out two turns and the horsepower doubles. Still, it's not breathing perfectly, so we drill some strategic holes in the airbox, which it desperately needs. If we continue to fool with this bike, we may go to a clamp-on K&N filter, because the stock airbox is so bad. Still, it is pretty much waterproof this way.

White Bros told us we wouldn't like the power output with the stock pipe, but it's not bad. The power curve is kind of flat and featureless, and we may experiment once again with the Super Trapp. You can feel the extra displacement of the 272cc bore, though. The bike has just a little extra torque in the low end and midrange, and it runs pretty strong for a 250. It's a small engine for highway riding, but in the woods the XT250 runs great. Where a bigger, more powerful 600 or 350 might get bogged down in tight stuff, the XT just buzzes right along. Nice power; nothing scary about it; best suited for a casual rider who wants something to poke

around on.

We might not have believed it, but the suspension works well. White Bros really knows what they're doing with this old stuff. The modifications made both ends quite a bit stiffer than stock, but the thing that gets most people in trouble with dual sport bikes is a suspension that's too soft. This bike skips through the rocks and bangs around in the bumps without bottoming horribly, and meanwhile both wheels track accurately over the trail. The good tires probably help out the handling a whole bunch; we'd recommend this Metzeler/Pirelli combination to anyone really serious about their fun.

#### WHY DO IT?

Our choice of an XT250 wasn't completely arbitrary. We turned down an XL185 (too small) before we found the XT, and an old SP400 Suzuki (too squirrely). Depending on your preferences and budget, there's a ton of possibilities for machines, but be aware of the weak points of some models. The older XL Hondas are extremely common, but they are evil handlers and you'll have to spend a lot of time on the suspension (and chassis, possibly) to make them really comfortable in the dirt. The older KLR Kawasakis were especially bad handling in the dirt (although the later ones are much better), and the early-'80s KLR250 was so painfully slow it was a crime. For the real bargain basement stuff you can go back to the '70s and look for the old two-strokes, the Yamaha DT and Suzuki TS bikes, and the Honda MT250, but these bikes were built before long-

travel suspension was ever dreamed of, and can be frightening to ride on anything other than paved or dirt roads.

The XTs, on the other hand, were widely regarded, in their time, to be the first decent-handling on/off road bikes, so they're a pretty good choice for a makeover. However, they haven't really changed that much since then, which we're finding out on a '92 XT350 test bike we're flogging right now. Without a doubt, the best modern dual purpose bike right now is the DR350S Suzuki. If you can buy one of them cheap, and spend \$200 on the suspension, you've got it made...but be aware, there will be better bikes available—from Husky and KTM as well as the Japanese—in the seasons to come.

So if you want a dirt cheap dual sport bike, there's a reasonable look at what you'll have to go through, how much it might cost, and what you can expect from it. Keep in mind that the whole essence of dual sport right now is "ride what you brung" and to have maximum fun doing it. You don't have to spend another \$3500 just to have fun, and our XT250 is living proof. □

*Press time flash: It's no secret that the XT250 is too small for our lard-butts here at TR, so we're hot on the trail of a 350 or 600 to do a makeover on. Consequently, this Dirt Cheap Dual Sport XT250 is for sale (to finance the next project), at a surprisingly dirt-cheap price. If you're interested in it, call the TR offices during business hours and we'll give you the details (609-953-7805).*

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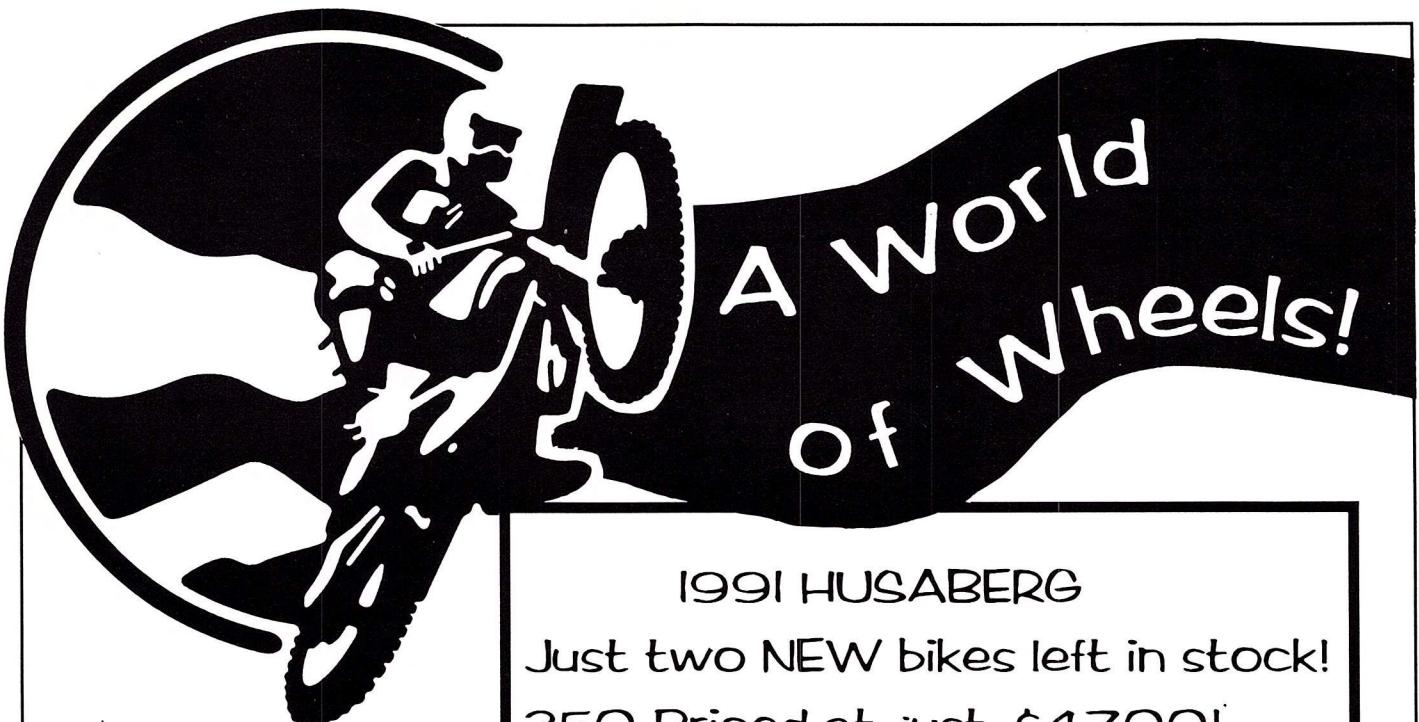
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# SPEEDSVILLE TWO-DAY

Let's have the Six Days in New York sometime, okay?

By Paul Clipper

**Speedsville, NY 5/16-17**

**E**xcellent!" said Kevin Hines, when I talked to him on the phone the week after the New York Qualifier. "The Ithaca Dirt Riders did a fantastic job; it was just like riding in Europe. I wish all the U.S. Qualifiers could be like that."

I knew that the IDR was doing something right on Saturday, when I walked through the field towards the grass track for the first time. They had ribboned off an access path on the edge of the farmer's field, at the request of the farmer, and you had to walk a good quarter mile to get down to the track. Just like Europe. Good special test courses don't just happen by the roadside, so when you go to the ISDE you find yourself walking all over the countryside just to spectate.

When I cleared the field and looked down into the small valley, it was déjà vu two, as the bottom and near side of the valley was awash in yellow and red surveyor's tape. Not leaving anything to chance, the club had completely ribboned off the boundaries of the special test. It was roughly three miles long, which meant we were looking at probably seven miles of tape snaked out across this pasture. It was all the

more impressive when word went around that the tape had only shown up at about three the previous afternoon, and that the club members had worked into the night making sure the course was properly lined. It was quite an effort, and it looked just like an ISDE is supposed to look.

Not too surprising, really, since club president George Marrer had been to the ISDE last year to check it out, along with a few other club members. They must have learned that a large part of the job is making sure it all looks right, and they passed that test with flying colors. Just looking down on that course made you want to ride it.

All the entrants did ride it, too. Twice on Saturday, and twice on Sunday. But, in order to understand exactly what was happening in Speedsville this weekend, you'll have to let us explain how the event worked.

On Saturday, the national two-day event started, with two distinctly different classes of riders entered. The two classes were Letter of Intent (LOI) and non-Letter of Intent riders. The LOI distinction means that you have sent a letter to the AMA announcing your intention of riding the series towards the ultimate goal of qualifying for the ISDE team. Once the AMA has you on file, you're scored at all the events as a serious potential team member, which means you ride (at least in New York here) under a completely different set of rules than everybody else. LOI riders have to impound their bikes before the event and every night—lock them up where they can't work on them—and can only perform maintenance during a ten-minute work period in the morning and afternoon, or out on the trail. LOI riders also can't accept most forms of help from anyone else, and are responsible for all tire changes, maintenance chores, etc., and for the most part have to carry the parts they'll need on the trail. Non-LOI riders aren't hobbled by any such rules, and basically ride as if it were a two-day FIM-timed enduro.

Two things gave the ECEA riders fits (ECEA members were riding one day—Sunday—for



*Swede Jimmie Eriksson continued his march across the States, winning the overall in New York. He doesn't look like he's riding fast, but he is.*



*Kevin Hines held the lead for a time on his 350 Husky, but was bested by Hatch and Eriksson in the final moto.*



*Steve Hatch took second overall on his home turf. He set some of the fastest special test times, but Eriksson nibbled away at his lead on Sunday.*



*Doug Weist isn't exaggerating the slipperiness—the grass track was hard to walk on! Everybody liked it.*

championship points): the timekeeping, or lack thereof; and the way the event was scored. Timekeeping, in an enduro sense, simply doesn't exist in Qualifiers, which are based on European enduro events. In its simplest form,

you merely go as fast as you want to each check (you know where they are, roughly), then stop and check through when your minute comes up. To keep from zeroing the entire event, riders are "tested" on a grass track special test, and on Saturday they were timed through a pair of terrain tests—timed sections in the woods.

The event scoring was a little intense. It was scored as a national qualifier first, then as a local two-day enduro, and finally as a one-day ECEA event. The LOI riders were scored for points only, which caused some problems. A number of ECEA riders were riding as LOI riders, which kicked them out of overall ECEA awards for the Sunday event, although they still received ECEA points. For example, Fred Hoess and Chris Smith went 852-853 as the best scoring ECEA riders, but neither won the overall. Instead, John Oechsle Jr., a non-LOI rider, took the overall. The non-LOI two-day event was overruled by Dale Hiles.

Yes, it was a little complicated, but if you were there from the beginning, it made more sense.



*Drew Smith works on a pincushion of Vise Grips. This is what it takes to change a Mousse-equipped tire.*

Saturday morning at 8:01 the whole thing started, with the 125cc riders buzzing out of the club grounds and into a heavy mist/fog that hung over the area for the entire event. People were driving up to Ithaca for one reason or the

<b>Speedsville ISDE Qualifier</b>	1. John Cushing	Hon 4371	<b>A Open</b>	3. Chris Gee	Hon 1112
<b>Letter of Intent Results</b>	2. Gary Noble	Hon 6468	1. Mike Moore	4. Don Testerman Jr.	Hon 1149
Jimmie Eriksson	Hbg 3692	<b>500 Four Stroke</b>	2. Dean Spencer	5. Randy Ferman	Hus 1150
<b>Grand Champion</b>	1. Jay Millard	Hus DNF	3. Wayne Fontanazza	<b>B Open</b>	
<b>125 LOI</b>	<b>Senior</b>		4. Ken Crane	1. Michael Hines	Hus 1001
1. Guy Giroux	Suz 3904	1. Jeff Peni	5. Anthony Tomasello	2. Dan Kellam	KTM 1048
2. Alan Randt	KTM 4004	<b>Teams</b>	Hus 1089	3. Scott Ordway	KTM 1082
3. Hank Tarr	Kaw 4695	1. Ridge Riders #1	<b>A Four Stroke</b>	4. Russell Weist	KTM 1107
4. Douglas Weist	Kaw 6023	2. CJCR Good	1. Steve Chapkovich	5. Shawn McCarthy	KTM 1109
5. Brad Lowe	Kaw 7831	3. Ridge Riders #2	2. Richard Stuart	<b>Veteran</b>	
<b>250 LOI</b>	4. Meteor #1	4. Meteor #1	3. Donnie Tomlin	1. David Gubala	Hon 1079
1. Steve Hatch	Suz 3710	5. DER #3	4. Pat Emmons	2. Mark Augustine	KTM 1093
2. Kurt Hough	Kaw 3787		5. John Cushing	3. Todd Polonsky	Kaw 1126
3. Jeff Fredette	Kaw 3869	<b>Sunday ECEA Enduro</b>	Hon 918	4. Michael Miller	KTM 1127
4. Drew Smith	Suz 4029	John Oechsle Jr.	<b>A Veteran</b>	5. Tom Marchese	KTM 1321
5. Todd Mathwig	Kaw 4119	<b>Grand Champion</b>	Suz 918	1. James Schmits	Yam 1093
<b>Open LOI</b>	Todd Reder	<b>High Point A</b>	Suz 947	2. Jeff Peni	KTM 1122
1. Chris Smith	Hus 3787	Thomas Sephton	Suz 977	3. Ray Malley	KTM 1147
2. Steve Smith	Suz 3984	<b>High Point B</b>	1078	4. Louis Vardabash	Hon 1148
3. Paul Krause	Kaw 4128	Scott Gardner	<b>A Senior</b>	5. Jack Schwarz	Kaw 1155
<b>350 Four Stroke LOI</b>	<b>High Point C</b>		1. Tom Marsh	<b>B Super Senior</b>	
1. Kevin Hines	Hus 3725	<b>AA</b>	2. Tom Ebersole	1. Tom Karlsten	Hus 1622
2. Jan Hrehor	Suz 3778	1. Fred Hoess	3. Jack Lafferty Sr.	2. Doug Dunbar	Kaw 1082
3. Kerry Clark	Hon 4418	2. Chris Smith	4. Scott Wolfsberger	2. Bob Pollock	Kaw 1164
<b>500 Four Stroke LOI</b>	3. Jack Lafferty Jr.	KTM 920	5. Roy Fliegau	3. Mike Clementovick	Kaw 1201
1. Steve Chapkovich	Hus 7925	4. Bill Atkinson	<b>B 125</b>	4. Daniel Piatek	Kaw 5624
<b>Senior LOI</b>	5. Dan Nestiel	Kaw 944	1. Joseph Sephton	<b>C 250</b>	
1. Tom Ebersole	Hus 5022	Hon 956	2. Kerry Koeller	1. Thomas Glennon	Hon 1119
2. Bob Thompson	Kaw 6047	<b>A 125</b>	3. Alek Comacho	2. Edward McGall	KTM 1140
3. Harold Compton	Yam 10209	1. Dale Hiles	Kaw 1003	3. Kevin Brovetto	KTM 1142
<b>Non LOI Results</b>	2. Steve Aretz	Yam 972	2. Todd Albrecht	4. Brian Burke	Kaw 1319
<b>125</b>	3. Mark Lane	Yam 1024	3. Richard Shirk Jr.	5. John Voight	Hon 1322
1. Dale Hiles	KTM 4413	KTM 1050	<b>B 200</b>	<b>C Open</b>	
2. Mark Lane	4. David Barlow	Kaw 1117	1. Jeff Kirchner	1. Michael Noschese	Hon 1609
<b>250</b>	5. Hank Tarr	Kaw 1144	2. Todd Albrecht	2. Peter Frischholz	Kaw 1793
1. Dennis Byrnes	<b>A 200</b>	Kaw 1003	3. Richard Shirk Jr.	3. Scott Mosso	KTM 2588
2. Dave Faery	1. Jeff Horton	2. Todd Albrecht	4. Chris Pelto	4. James Klinger	KTM 2695
3. Jeff Horton	2. Robert Mohn	Kaw 1038	5. Jim Case	5. John Wragg Jr.	Yam 3074
4. Rich Marcinkewicz	3. Craig Shenigo	Kaw 1041	<b>B 250</b>	<b>C Four Stroke</b>	
5. Dan Nicloff	Kaw 4023	Yam 1017	1. Jeff Botsford	1. Dale Abbott	Hon 1101
<b>Open</b>	Suz 4682	4. Ed Hamilton	2. Brian Smith	2. Gary Brodock	Hon 1165
1. Michael Hines	<b>A 250</b>	Kaw 1027	3. Byron Culverston	3. Dave Hooley	Hon 1395
2. Mike McHale	1. Drew Smith	Kaw 1046	Kaw 1058	4. David Lawrence	Hon 1753
3. Tom Marchese	2. Mark Grossman	4. John Stachowski	Suz 1029	5. Phil Zell	Hon 1833
4. Roger Billharz	3. Richard Lafferty	Kaw 910	KTM 1065		
5. Dennis Byrnes	KTM 6918	Kaw 957	5. Tom Kintner		
<b>350 Four Stroke</b>	4. Brian Russel	Suz 961	<b>B Four Stroke</b>		
	5. Dennis Byrnes	Kaw 994	1. Steve Oechsle		
			2. Darrin Russell		

other and getting sunburnt on the way, but the clouds hung low over Speedsville.

It rained now and then, also, but the major water damage had already been done. Stories about how hard it had been pouring Friday were flowing like, well, like rainwater, and all you had to do was walk into the woods to tell. I dutifully trotted down a trail on the course, intending to take some pictures, and wound up walking about a half-mile down an easy hill. There were a couple of guys smoking cigars at a stream crossing, so I stopped to chat. I soon found how necessary the cigars were, when the black flies tried their best to lift me up by the ears and carry me to who knows where. The hill seemed a little bit muddy, but not that bad.

And then a handful of riders passed through—the 40 or so LOI riders—and it was time to walk back up. Now things were greasy! It seemed like it only took two or three riders to cut through the little bit of gravel holding the surface together, and then it turned into the good old Speedsville Slime we've all come to know and love. And we are all familiar with it, aren't we?

There wasn't a spot on the course that was dry and tacky, and the way the riders handled it was interesting. Saturday morning, there were groups of non-LOI two day entrants lining up at the start with confidence overflowing: "Yeah, we'll be able to stay with these national guys!" By the afternoon grass track, most of them were spectating. One rider, who shall remain anonymous, said 'Man, I fell down so many times, I've just got to save something for



Kurt Hough sails across a stream deep in the woods. The ground was just as slippery as you can imagine, normal for Speedsville all year round.

tomorrow." That seemed to be everyone's sentiment on the spectator hill.

The national guys, by way of contrast, were having the time of their lives. "This is great!" said Randy Hawkins. "Beautiful trail!" said Hines. Jan Hrehor said something, but it wasn't in English, so we didn't write it down. He was smiling, though, so it must have meant he was happy. These guys simply roosted, everywhere. They wheelied through every stream,

stayed up on the tank through every tight section, and for the most part dropped no points on the trail.

They do get tired, though. Studying the massive list of times for the event, it was obvious that everyone was going slower in the afternoon grass track, compared to the morning. The time differences were ten or 20 seconds or more, and the lead can change quickly when the times change so radically. These guys are fast, but they're not all clones.

Suzuki rider Steve Hatch was the fastest person around the Saturday morning grass track, blazing through it in 418 seconds. Chris Smith was right on his tail with a 419 on a Husky 360, and Kevin Hines (Hus. 350) and Jimmie Eriksson (Husaberg 350) both did a 423. By contrast, in the afternoon Hatch only managed a 434, while Smith did a 465 (he must have fallen). Hines did a 439 and Eriksson did a 442.

The terrain test was where the riders started getting separated. Everybody took it easy on the Saturday morning terrain test, but Steve Hatch still wound up setting fastest time; at 717 seconds, he was 12 seconds faster than Eriksson, who set second fastest time. Hatch was obviously in the lead now, and it would be an easy job to see him taking the day...but the day wasn't over. Randy Hawkins, Kurt Hough (Kaw) and Kevin Hines must have excellent memories, since their second trips through the terrain test were far, far better than their first. Hawkins was the fastest by far, with a 499 through the test—more than *two minutes* faster than the first try! Hines and Hough had

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the same sort of luck, with a 517 and a 503, respectively. These scores radically changed the order of the day, and Saturday finished up with Hawkins in the lead (unofficially with 2087 points), Hines second (2114), Eriksson third (2125) and Hatch fourth ((2130).

Not everyone got through the first day unscathed. Fred Hoess had been flying through the course on his Husky 125, until he threw a chain and cracked his cases. He spent the afternoon fixing it (silicone seal and duct tape) and re-entered for Sunday. David Rhodes had a bolt come loose inside his Husaberg and broke his cam chain, putting him out for Saturday, but he also fixed the bike for Sunday's ride. Gary Doerr (Hus) didn't even get to the first grass track on Saturday before he hit a stick wrong and nearly put his eye out. Gary didn't ride Sunday.

The attrition didn't end there. Hawkins began Sunday with a good lead and plenty of confidence, but he never made it to the first grass track when his crankshaft drive gear came loose and his engine stopped. "I'm two for two, after two years of no breakdowns!" Hawkins complained while spectating at the grass track. "First Ohio (national enduro, the week before), now this. I hope my luck changes back soon!"

Randy's mishap handed the lead to Hines, but Hatch wasn't going to make it easy for him. Hatch picked up 11 points on the Husky pilot at the first grass track, and he was only 16 points behind at the end of the first day. Regardless of both of them, Jimmie Eriksson had found his stride and was hacking big chunks out of both

their scores. Eriksson is a rider who looks like he's going so slow on the track, and then you see the scores and nearly die.. He did the morning grass track nearly 10 seconds faster than his fastest time the day before, and took 20 seconds off his afternoon time. By the end of the trail, Eriksson had moved into second place, just four seconds behind Hines; Hatch was ten seconds farther back.

What remained to be run was the final moto, a timed stint around a motocross course ribboned off in a farmyard nearby. The MX course was brand new to the lot of them, and Steve Hatch and Kurt Hough set the first fastest time around it, with only hundredths of a second separating their 733-second scores. Hines and Eriksson were seeded in the same moto, and by this time Eriksson was totally wired for the event. This is the sort of thing that *matters* in Europe, and Eriksson smoked away from Hines and the rest of the field, setting fastest time of 729.22 and picking up enough points to win the overall, 3692 points to Hatch's 3710. Hines wound up in third with 3725.

#### RACE NOTES

- The top non-LOI finisher for the two days was ECEA's Dale Hiles Jr., a 125 rider who can usually be found screaming through the sand whoops of Jersey. Dale put in a excellent ride, dropping no route points for either day and setting very consistent times for the special tests.

- John Oechsle Jr. won the overall for Sunday. John is a well-known New York/District 4 rider, and it's no surprise to see him at the top.

- Jeff Fredette came out to ride the event on his KDX. I wonder how many Qualifier-days he's ridden; and every one of them on a KDX Kawasaki. He still goes fast, for a graying old man, and finished third in the LOI 250 class.

- Guy Giroux won the LOI 125 class, bringing glory to his small group of French Canadians who came down for the ride. Guy was sporting a freshly painted Fah-Q helmet with "Whoos da Frog?" painted on the back. Classy touch.

- The grass track was so slippery on Saturday morning—when it was still grass—that the only people who looked smooth were the four-stroke riders. Even so, the top two-stroke guys matched or beat the scores of the thumpers, so rider skill was the determining factor, as usual. Still, 360-degree spins were not uncommon on Saturday.

- In case you didn't think these guys were serious, all you had to do was watch the work period at the end of day one. Just about everyone was using Michelin Bibb Mousse tubes, and just about everyone changed to new rear tires. We watched Drew Smith wrestle one off and a new one on, and are doubly thankful that us casual guys can still use conventional tubes. It doesn't look like fun.

- At the end of two days of high speed punishment, all the top guys were fresh and smiling and gabbing about what a great place Speedsville is and how much fun it is to ride there. We had to check the map to make sure we were in the right place, but yep, they were talking about New York. Why don't we have the ISDE here some time? □

RANDY HAWKINS, TEAM SUZUKI  
FOUR TIME NATIONAL ENDURO CHAMPION



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The rider in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week, then to get away from it all he goes racing on the weekends. He earned a silver medal at the 1991 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a typewriter jockey.

You could call him the fastest off-road racing journalist in America. But at *Dirt Rider* we're not so easily impressed.

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# GOGGLES, SHOES AND SHOWS

## SCOTT'S OLD STANDARD

Trends come and go in this business, some good and some bad. There have been dozens of different designs of goggles, but if you've been around for a while you should instantly recognize the Scott model 89. This was one of the



first; a genuinely popular design, and we'd hate to guess how many Scott USA has sold. Their latest "new" model is the style 109, which is a larger body goggle that just doesn't fit some helmets. We experienced some fit problems with the 109 when it was new, and were bummed because we wouldn't be able to use the EFS (Electronic Film System) which was originally made for the 109.

Well, things have changed, and as often happens, everything got better. The 109 is still around, working great for some people, but now the venerable 89 has been given a new shot in the arm. Now you can buy an EFS kit that pops right into the 89. Scott calls all this their "Vision System" for the 89, and it works well. Pop in the lens, thread the film, snap the battery pack on the strap, and you're in business. One push of the button advances the film and clears off mud and roost so you can see again. Included in the kit is a self-stick little piece of goggle material

that sticks across the top of the lens, sealing the EFS film—a modification we highly recommend, since it makes the system much less water-sensitive.

There are also a couple of new "Soft Thermal" lenses available for the 89, although they don't appear to be EFS compatible. The Soft Thermal lens is a two layer goggle lens (sort of like an Andersen window) that is the only real way to prevent fogging. The outside lens is Lexan hard-coat, and the inside is impregnated with a fog-free compound (clean the inside very carefully, it scratches easily). The thermal lenses are available in clear, and also in the new amber or peach color, which is excellent for situations where you're riding from bright sun into deep shade. The amber lens doesn't leave you blind in the shade, like a smoked lens will.

To top it all off, the old 89 has a brand-new look, with radical color schemes and anti-slip straps. It may have been around since the '70s, but the Scott Model 89 is finally a goggle for the '90s!

## ATK BIKE SHOE

If you haul a bike around a lot and don't have an ATK Bike Shoe, you're really causing yourself some extra work. No doubt you've had at least one old set of tie-downs start shipping; maybe you've got a van (like the one in the photos) with no really good tie-down points inside. Since the Bike Shoe doesn't use tie-downs, you don't have to worry about any of that.

To take care of the inside of the van, we bolted the Bike Shoe down to a big piece of 3/4-inch plywood. Now, whenever we take the bike inside the van, we just drag the plywood into position, roll in the bike and latch it down. No hassle, no pain. Once locked into the Bike Shoe, the motorcycle can't rock side-to-side any more than

a couple of inches, so your windows will be safer than they've ever been: Hi-Point and other box trailers are a natural for the Shoe; since you can see it once the door's closed, it's best to use something that's going to really hold the bike down.

Since we use the Shoe inside of an Astro van it's necessary to pull down the forks with an extra tie down. The perfect tool for this job is a ratcheting tiedown. We use an Ancra model, there are others available if you look in your dealer's catalogs. We removed the bottom



hook, pulled the strap into a loop to fit around the lower fork leg, and then slipped the other hook in the usual spot on the handlebars and cranked it down. Definitely the easy way to compress forks.

The Bike Shoe will put up a fight with some low fenders (and it may take a couple tries before you figure out the ratcheting tie-downs), but it is an excellent way to make sure your bike stays put when you're hauling it.

## VIDEO SHOW

A pack of new videos came in for review this spring. The best by far is *On Any Sunday*, the classic Bruce Brown motorcycling documen-

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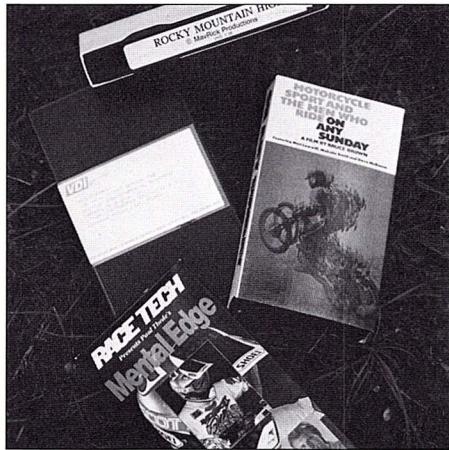
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tary. If you've never seen *On Any Sunday* you're missing the classic "feel good" motorcycling movie, and although the bikes and times are dated, the spirit is still the same. If you've seen it, you know what we're talking about. Get it, this new re-mastered tape is excellent quality. \$39.95 plus \$3.50 shipping from KWB Marketing, 4760 East Bryson, Anaheim CA 92807; (714)779-5318.

Next up is the Sahara Club's latest offering, *Eco Freaks*. In it, the always controversial Sahara Club shows the side of the story that you may never see on the evening news...as a matter of fact, you may never see it anywhere. The tape features lots of revealing interviews with Earth Firsters and other eco freaks, and is capped off with a segment from the San Francisco Gay Rights parade that, uh, we're still not sure what it's about. Either way, some of the footage on the tape is not for casual consumption and there is language and nudity involved that you may not want your kids to see. Available from the Sahara Club, 17939 Chatsworth Street Suite



525, Granada Hills CA 91344.

*Rocky Mountain High* is an interesting tape from one of Tracy Smith's Greater Colorado Trail Rides last year, and if you're thinking of taking one of the rides it is an excellent introduction to the area. It is a two-hour tape of segments of the ride, a lot of it filmed with an on-helmet camera, so you get the feeling that you're actually riding and seeing what the rider is seeing. The tape doesn't have a slick audio track, and it actually feels like you're watching someone's home video, although the quality is much better than what you get at home. Definitely a good introduction to Colorado. There is also a tape available from 1990 featuring rides in southern Colorado and New Mexico. \$15 each postpaid from MavRICK Productions, 1362 Trinity Drive D2201, Los Alamos NM 87544; (505)662-2447 evenings.

Finally, we have Paul Thede's *Mental Edge* tape, a training tape that emphasizes mental conditioning along with physical training. The concepts introduced in *Mental Edge* aren't exactly new, but they will prove to be unusual to a lot of riders who just want to get on and gas it. *Mental Edge* definitely makes you think about how you're going to be riding. With it, you "learn how to learn" and become a better racer for it. Available from Race Tech, 3227 Producer Way #127, Pomona CA 91768. □



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# PINE BARONS' CLOCK RUN

Not just another sand run

By Mark Uth

## New Gretna, NJ 5/3

**F**or the third Sunday in the last four we once again found ourselves in the sands of South Jersey, courtesy of the ECEA and Pine Barons Enduro Riders. No doubt, PBER had their work cut out if they hoped to separate their event from other recent ECEA series offerings. Even diehard whoop mongers might find it hard to get up for "another sand run," as some might have described the event. However, if you skipped this one expecting more of the same, you've been had. The '92 course treated riders to a host of new and unusual terrain that tested entrant's timekeeping as well as navigational skills.

This year's Pine Barons ride, as in past years, started from the Chips Folly Campground located near New Gretna. As is customary, a

tent sites. There's even a sort of barnyard zoo (no, not the Meteor encampment) complete with semi-domesticated animals for the kids. The campground is laid out on bluffs adjacent to the Wading River that provide some classic panoramic riverside views typical of the Pine Barrens. Unfortunately, the campground facilities themselves are surely in the twilight of their grandeur. At any rate, they really kick out the stops for the enduro with legendary Saturday night activities that include live music and a generally hospitable group of local (regular) campers.

For once, we had a day on which great weather was predicted, and mother nature came through with aces. Riders enjoyed clear sunny skies, low humidity with highs in the 70s. The only drawback of the dry conditions was the dust factor that arose late in the day.

The course was typical for South Jersey runs, with the exception that a considerable amount of the terrain included fairly open woods. There was a great deal of tight trail used, both fire cuts and single track. The new fire cuts were a mixed bag of perils; early riders found them with jagged edges and stumps, later riders found smooth edges and rolling whoops. In between, the course wound its way among numerous cranberry bogs and blueberry fields. The trail traversed most low sections across the dikes used to form the bogs and bridges built by the club. Many of the dike crossings contained tricky off camber sections. There were several spots where neither dikes nor bridges existed that treated riders to the all too unfamiliar "swamp hole shuffle."

The course consisted of three loops. Both gas

stops were held at the Friendship ghost town, located at the end of Caranza Road. Each of the



Many bridges were built to span the numerous water holes. The Pine Barons had a perfect day, weatherwise.

tangent on the starting area and camping facilities is in order. The Chips Folly campground is a privately run enterprise that offers more than sufficient services including running water, modern bathrooms with showers and ample



Michael Lafferty added another notch to his belt with the Pine Barons overall win. We'll bet that the Laffertys are the winningest family in ECEA history. (Dave Uth photo)

first two loops tested riders via two points taking sections. The first loop contained lots of dike and bridge trail. The second AM points taker ran riders through some muddy, ignorant tight woods that was barely passable early in the race and got really rude by race's end. The second loop was made up of lots of nice woods trail with some additional dike and bridge action thrown in. There were originally supposed to be three checks in the loop. However, last minute bean counting by forest management personnel determined that the course might have deviated slightly from the original plan, and they so decreed an eleventh hour course change.

The third loop was pretty much a trail ride that riders (who stayed on the trail) had no trouble zeroing. The trick was, staying on the trail. Many riders failed to accomplish that, com-

plaining the course was hard to follow, whether it be due to some misplaced arrows, poor visibility, brain fade (choose one). Confusion reigned.

It turned out to be a fine afternoon/evening to laze around the riverside while results were tallied and finalized. Late in the proceedings, many an early leader were sorely disappointed (this author included) when the club referee decided to throw out the last two checks and final known control after considerable whining

about poor course marking and subsequent unintended excursions. When the dust finally settled Mike Lafferty was found to have bested the field by 2 points with a 7 score and was declared Grand Champion. Don Tomlin made it two in a row, with an unequaled 10 card, for the class win among A riders. Steve Leatherwood was awarded the B class trophy, dropping 13 points for the day. The high point winner for the C class was K. (sorry, no first name) Brovotto, beating his next closest com-

#### Pine Barons Enduro Class Results

**Michael Lafferty** KTM 7

#### **Grand Champion**

**Donnie Tomlin** Hus 10

#### **High Point A**

**Steve Leatherwood** Yam 13

#### **High Point B**

**K. Brovotto** KTM 19

#### **High Point C**

#### **Teams**

1. CJCR Good 84

2. DER #1 92

3. CJCR Bad 93

#### **AA**

1. Kevin Bennett Suz 9

2. Dan Nenstiel Hon 10

3. Bill Atkinson Kaw 11

#### **A 125**

1. Dale Hiles Yam 13

2. Steve Aretz Yam 15

3. Rob Provost Hus 18

#### **A 200**

1. Keith McIntyre Kaw 12

2. R. Mohn Kaw 15

3. James Kessler Yam 15

#### **A 250**

1. Kevin Duffy Kaw 12

2. Richard Lafferty KTM 13

3. Marc Grossman Kaw 15

#### **A Open**

1. A. Tomasello Hus 14

2. Mike Moore Hus 14

3. D. Elseroad KTM 17

#### **A Four Stroke**

1. John Cushing Hon 15

2. Glenn Gater Hon 17

3. Pat Emmons Hon 18

#### **A Senior**

1. S. Wolfersberger Suz 16

2. C. Stapleford Kaw 17

3. Jack Lafferty Sr. KTM 20

#### **A Super Senior**

1. R. Parlett KTM 22

2. G. Clickner ATK 27

3. J. Galie Yam 32

#### **A Veteran**

1. H. Stankiewicz Suz 12

2. Mark Lambert Suz 12

3. Eric Koeller Kaw 15

#### **B 125**

1. C. Walaszek KTM 22

2. Skip Montana Suz 23

3. P. Blackwell KTM 25

#### **B 200**

1. Tim Steese Kaw 19

2. R. Aldakimov Kaw 21

3. F. Gluck Kaw 21

#### **B 250**

1. J. Stachowski KTM 15

2. Ed O/Flynn Hus 17

3. M. Vandenberg Kaw 18

#### **B Open**

1. L. Gordon Suz 18

2. D. Jobes Hus 20

3. M. Venanzi Hus 20

#### **B Four Stroke**

1. F. Schalck Hon 22

2. J. Focht Hon 23

3. A. Wolfe Jr. Hon 23

#### **B Senior**

1. D. Shirk Kaw 22

2. J. Cooper Hon 33

3. B. Darpino Suz 35

#### **B Super Senior**

1. W. Wahl Kaw 39

2. K. Schaefer Hon 70

#### **C 250**

1. A. Camacho KTM 27

2. J. Oliver Kaw 34

3. M. Moen Kaw 36

#### **C Open**

1. K. Brovotto KTM 19

2. B. McConnell Kaw 32

3. J. Durepos Suz 35

#### **C Four Stroke**

1. Kevin Reed Hon 38

2. J. Tavani KTM 39

3. P. Metzger Hus 42

#### **C Senior**

1. Kelly Chamley Hon 35

2. J. Tevis Hon 37

3. G. Crammer Hon 38

#### **C Veteran**

1. G. Saum KTM 29

2. W. Sparks Hon 39

3. W. Miller Hus 40

#### **Women**

1. Kathi Cambell Kaw 32

#### **B Veteran**

1. Garron Yam 15

2. S. Crouch Kaw 17

3. C. Canedy Kaw 21

#### **C 200**

1. A. Camacho Kaw 27

2. J. Oliver Kaw 34

3. M. Moen Kaw 36

#### **C 250**

1. K. Brovotto KTM 19

2. B. McConnell Kaw 32

3. J. Durepos Suz 35

#### **C Open**

1. Kevin Reed Hon 38

2. J. Tavani KTM 39

3. P. Metzger Hus 42

#### **C Four Stroke**

1. Kelly Chamley Hon 35

2. J. Tevis Hon 37

3. G. Crammer Hon 38

#### **C Senior**

1. G. Saum KTM 29

2. W. Sparks Hon 39

3. W. Miller Hus 40

#### **C Veteran**

1. G. Saum KTM 29

2. W. Sparks Hon 39

3. W. Miller Hus 40



Wally Mollenkopf, ECEA's 1989-90 third place rider came out of retirement for a ride in the sand. He had a good time, but doesn't expect to come back for a full assault. (Dave Uth)

petitor by 8 points! Obligatory congratulations and customary plastic mementos were bestowed upon all top finishers.

This was a good ride, perhaps too good. The efforts of the club, just building those numerous bridges alone, were considerable, demanding that all should extend their thanks accordingly. However, the late word circulating was

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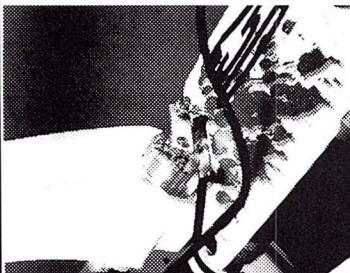


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**UPS DAILY**



A typical Pine Barons trail. They went easy on the whoopdedos this year. (Dave Uth)

that PBER was in hot water with the various regulatory agencies concerning those minor excursions we mentioned earlier. Although it's easy to make light of what we consider petty nuisances associated with using the forest, these people still control our right to ride legally. Hopefully, PBER officials assumed the appropriate position while trying to repent for alleged transgressions and made nice-nice.

That's not to say that the riding public can't help too. If everyone were to write their state senators, legislators, fish and game or forest service commissioners, then maybe we'd get some level-headed consideration. Oops, but this is a competition article, and it looks like Paul probably wants his soapbox back. Next round...no whoops or sand! □

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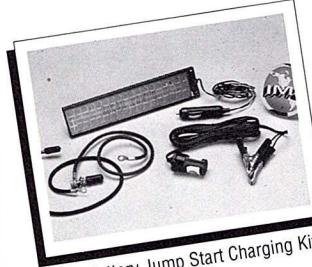
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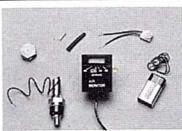


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# TRAIL RIDER TOOLBOX

## BORING TRENDS

by Mark Uth

You knew it had to happen. The technologically advanced lifetime cylinders with space-age super coatings introduced in the mid 1980s have begun to give up their ghost in record numbers. Witness the number of shops now catering to resleeving cylinders with cast iron liners. The more mundane motorcycling public opts to resleeve with stock bores, whereas horsepower hounds are often seen frothing over the multitude of big bore options now on the market. All the big bore kit manufacturers make generous (subtle understatement) claims regarding big power increases. However, the interpretation of these claims may vary depending on your point of view.

Certain conventions exist regarding the relationship between bore versus stroke. A motor with the diameter of the bore greater than the length of the stroke is referred to as *oversquare*. Likewise, a motor with a stroke greater in length than the bore diameter is called *undersquare*. Engine design philosophies for the big motorcycle manufacturers seem to vary depending on several factors, including the type of use the bike will see, engine size and type engine (two versus four stroke). In general terms, long stroke, undersquare motors offer advantages such as compactness (smaller bore), better combustion due to a smaller combustion chamber, and better heat transfer characteristics. Their drawbacks are those associated with higher piston speeds and accelerations. All other things being equal, short stroke motors are in theory able to sustain higher revs, due to lesser piston velocities and accelerations at a given RPM. Despite this, a purely theoretical analysis fails to establish universal trends regarding individual power delivery traits of undersquare versus oversquare motors.

This may be in part due the melding of traits associated with bore and stroke with the host of other variables that effect output. You'll be hard-pressed to find any top motor designer that'll go out on any limb regarding the merits of long versus short stroke motors, perhaps due partly due to the protection of trade secrets. However, no one will dispute that sleeving and stuffing in an oversized piston causes an engine to become more oversquare. To evaluate the

consequences of this action, a more practical approach brings to light some noteworthy trends not otherwise seen.

An assessment of all off road motorcycles manufactured in the U.S., Japan and Europe in 1992 found the following conventions: Every single four stroke motor is oversquare; some of the most radically oversquare motors are those found in competition four strokes manu-

tured ATK. The fastest 250s, the CR and KX are the most undersquare designs on the market. Perennial slow pokes in their respective classes, the YZ80 and YZ125 use designs more oversquare than their classmates. Consequently, it would seem that the most successful designs for motocrossers (abrupt power delivery) gravitate toward undersquare designs. It must be noted that companies offering similar models of identical displacement for multiple applications (i.e. enduro, XC, MX) including KTM, Husqvarna, and ATK, don't seem concerned with offering engines with the same bore/stroke dimensions. Again, other variables allow the tailoring of engine performance characteristics.

Following the above logic (if you could really call it that), install an oversized piston, make the engine more oversquare,

and expect the motor to become stronger on the bottom end and mid range. Nothing new here. This end result is compounded by the original cylinder porting which is sized for the smaller displacement original bore. Both effects should benefit classic enduro-type applications.

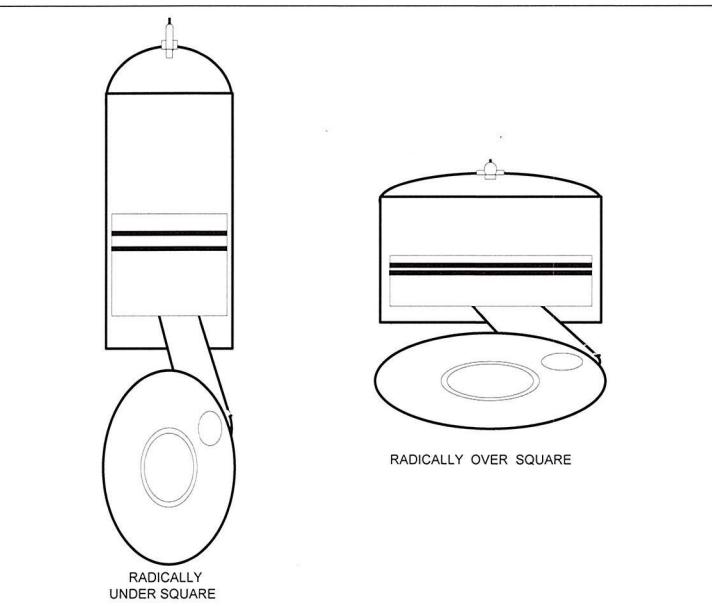
So where does this all leave us? Using the above information and applying it to your scooter will give you an excellent idea of what to expect from your engine, whether you run it stock or invest in a big bore kit. Accept it as food for thought. Ride on. □

factured by Husaberg and Husky. Out of the top 25% most oversquare motors, the only two stroke on the list is the Aprilia Climber, a Trials mount! Other two strokes found near the top of the oversquare list include enduro mounts such as the KDX200, WR200 and all Rotax powered ATK's. It seems that the engineers who wish to design motors with lots of torque and smooth delivery are nearly universally choosing an oversquare design.

Conversely, the most radically undersquare motors are found in nearly every 250cc two stroke motocrosser currently on the market, with the exception of the YZ and aforemen-

### Instant Oil Removal

Ever had trouble removing small, incremental amounts of fork oil from a fork leg once it's been over-filled? A 12 to 18-inch length of fuel line aids this task. Submerge one end of the line several inches into the oil, then cover the other end with your finger. This will prevent the oil in the tube from running out. Empty the excess into a graduated container by removing your finger. This way, you can make a precise measurement of the amount of oil you've removed. Repeat the process until the required amount has been removed. ■



# HANDLEBAR HOW-TO

Selecting and fine-tuning handlebars to help go fast comfortably

by Dan Anderson

**H**aving a handlebar that fits you and the way you ride can make your rides and races faster and more comfortable. The right handlebar lets you get up on the tank for corners without banging your knees and thighs with the ends of the bar. It allows you to slide back over the rear fender and still comfortably reach and work the throttle, clutch, and brake. And it permits you to stand or sit for long periods of time without cramping your back or forearms at awkward angles. In short, the right handlebar helps you ride your bike correctly.

## Selecting The Best Bar For You

A quick explanation of handlebar terminology will help explain some of the options bar buyers should consider:

**Width:** Overall width is the measurement from tip to tip (Dimension A in Figure 1). Most new handlebars measure from 30 to 32 inches from tip to tip, or more, and woods-wise riders quickly hacksaw them down to 28 to 30 inches. Bossman Clipper reports of riders who hacksaw extra inches out of the middle of their bar, then reweld the bar. This gives them full length at the ends of the bar for throttle assembly, grips, perches, and other handlebar-mounted necessities, yet enables them to reduce the overall width to less than 28 inches.

**Base Width:** Dimension B in figure 1 is the base width of a handlebar. As a rule, the longer the base width of a bar, the stronger the bar will be. The disadvantage of wide-based bars is that they can interfere with the rider's knees while cornering. Base width also affects how much room a bar has to mount an enduro rider's timekeeping equipment.

**Bar Height:** Bar height (Dimension C) can dramatically influence a bike's handling. For example, a tall bar makes a rider of average height stand more upright, creating a weight bias toward the rear of the bike. A lower bar causes the rider to lean farther forward, putting the weight bias toward the front of the bike.

**Drop and Sweep:** Drop (Dimension D) and sweep, (Dimension E), are very important for rider comfort. They determine the angle of a rider's hands and wrists in relation to his forearms, and may contribute to arm

pump or hand numbness. Drop and sweep are dependent on personal preference, and what works for one rider may leave another rider in agony. Experimenting by riding friends' bikes is about the only way to learn what drop and sweep work best for you.

**Metallurgy:** Metallurgy is the science of metals, and a lot of science has gone into the development of the metals used in modern handlebars. There are three types of metal commonly used in handlebars: carbon steel, chromoly steel, and aluminum. Each has advantages and disadvantages.

Carbon steel bars are the cheapest and heaviest of the three, and offer the least crash resistance. Chromoly bars are more expensive but are a little lighter and are usually twice as strong as carbon steel bars. Handlebars made of aluminum alloys are considerably lighter and more expensive than both carbon steel and chromoly bars, and offer the additional advantages of superior crash resistance and a flexibility that cushions the rider on hard landings.

Having explained the differences between the types of metals used in bars, it should be noted that there are wide ranges in the quality of the metals used in handlebars. Some cheap chromoly bars are actually weaker than high-quality carbon steel bars, and some "bargain" aluminum bars flex from the weight of the throttle housing. When purchasing handlebars you usually get what you pay for, and if you don't pay much, you don't get much.

## A New Approach To Handlebars

Answer Products' new Pro Taper handlebar offers a new look to dirt bike handlebars. The center portion of the Pro Taper bar is a larger diameter than the ends, allowing Answer to do away with the traditional crossbar without decreasing the overall strength of the bar. According to the folks at Answer Products, the aluminum alloy Pro Taper bar has excellent "memory" and flexibility, reducing crash damage and cushioning impacts from hard landings. Technology doesn't come cheap, however, with the basic Pro Taper bar selling for more than \$90.00, and the mandatory oversized bar clamps sometimes surpassing \$100 (in appli-

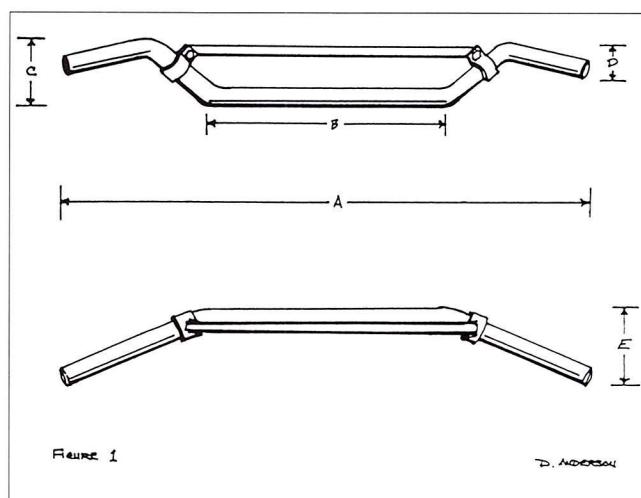
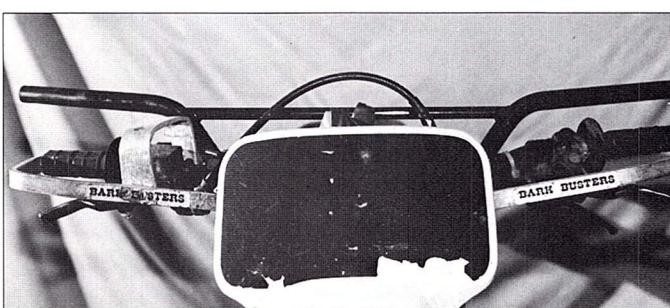
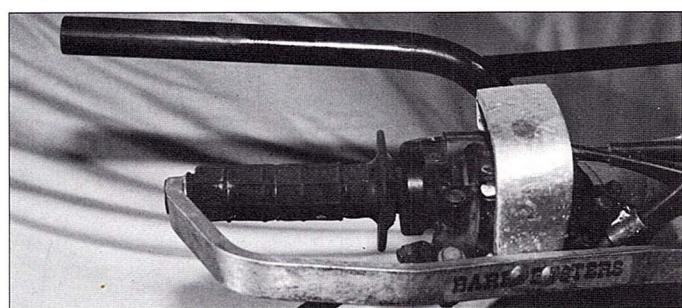


Figure 1

D. ANDERSON



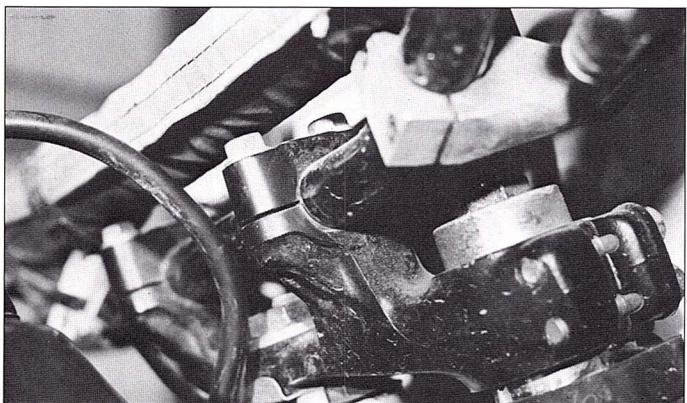
Both of these bars are in line with the triple clamp. A taller rider may like the taller bar, while a shorter rider might feel like Peter Fonda in 'EasyRider.' Find the bar height that works for you.



Not only is the top bar taller, the extra two inches on the ends works out to four inches wider overall. In tight woods, four inches of bar may make the difference between going fast and banging bark.



Make sure you measure how much room you have for perches, clamps and handgrips before you saw the bars off. Below, we see the gap at the back of this pinch clamp. Some call for it in the back, some in the front; make sure you follow your manufacturer's recommendation.



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cations where it is necessary to install a new top triple clamp machined to accept the bigger bar).

### In Search Of the Perfect Handlebar

Once a rider understands the height, width, bend, and metal options open to him when choosing a new handlebar, he can start looking for the bar that best suits him, his bike, and his riding style. A few years back bar manufacturers marketed "Rick Johnson" or "Bob Hannah" bend bars. Those bars worked fine for riders who were the same height as those professional riders, but were nightmares for shorter or taller riders. Current bars are usually designated as "CR Honda-bend bars," or "RM Suzuki-bend bars." The bar that came on your bike when it was new is usually a good place to start when replacing a bent bar, but consider other bends if you weren't completely comfortable with the bar you had.

Look for a bar that allows you to stand comfortably, in the "attack" position, with your weight balanced between the front and rear of the bike. The sweep and drop of the bar should not bend your wrists at uncomfortable angles in either the standing or sitting position. And be sure to check if you can get up on the tank for corners without the bar banging on your thighs or knees.

Once you have selected a bar, make sure you mount it correctly. Handlebars with crossbars should be mounted so the crossbar is directly over the main bar, in line with the front forks (see Figure 2). You can rotate the bar slightly forward or backward from that starting point to achieve the most comfortable position for you, but try not to vary too far from that starting point or you'll alter the relative sweep and drop.

When clamping the bar down, check your owner's manual. Some manufacturers want a small gap at the front of the pinch clamps; others want the gap at the rear. For safety sake, make sure you do it the way your bike's manufacturer wants it.

A final safety tip is to never, ever, re-bend or re-weld a handlebar bent in a crash. The metal in bent bars has been fatigued, and can actually shatter in subsequent crashes. And be careful of aluminum handlebars that have had loose clutch or brake perches. The scoring caused by a perch rotating on an aluminum bar can dramatically increase the chances of handlebar failure.

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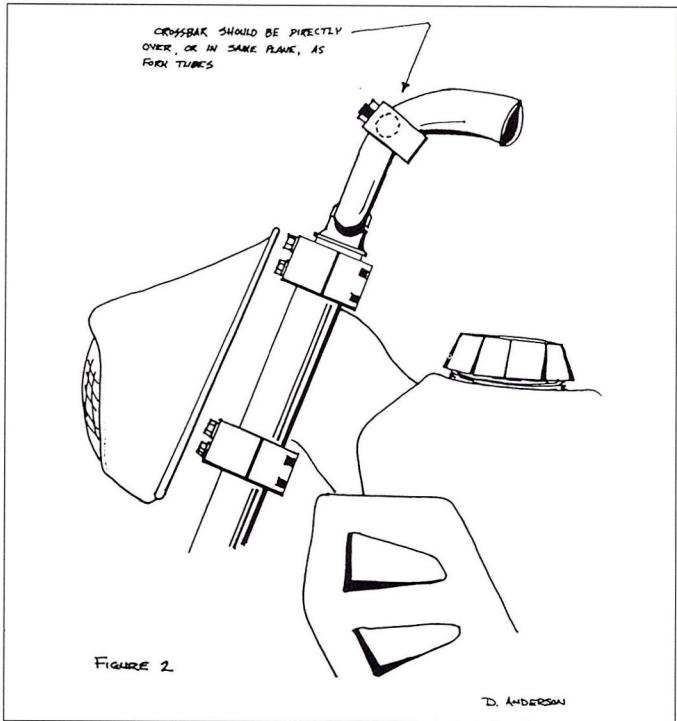


FIGURE 2

D. ANDERSON

The correct handlebar, properly mounted, can help a rider comfortably control his bike. In my case, a problem with numbness in my hands during hare scrambles was cured by rotating my handlebar one half inch to the rear. Friends have corrected problems with negotiating sand whoops by mounting a higher handlebar, enabling them to transfer more weight to the rear end and keep their bikes better balanced. Whatever the situation, finding the right handlebar will help any rider handle his bike better. □



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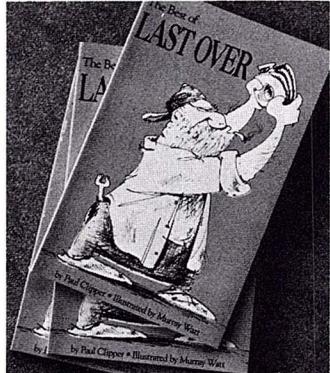
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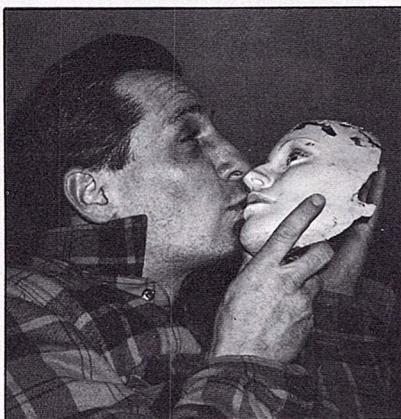
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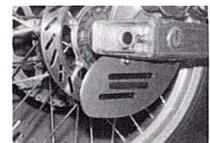
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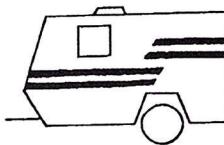
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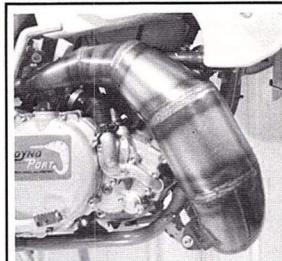
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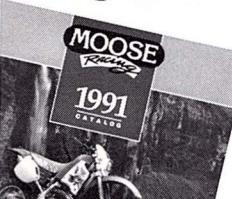
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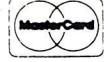


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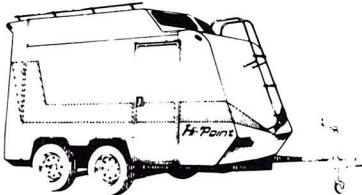


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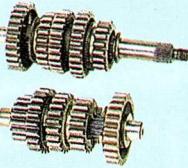
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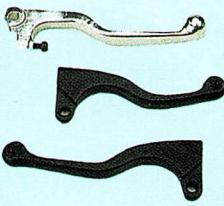
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All Brands/Models/Years

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Eliminates Flexing  
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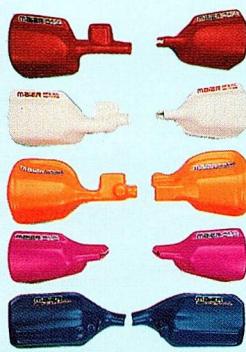
## FORK PROTECTORS BRAKE COVERS DISC PROTECTORS



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\$19.95

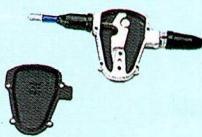


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# COMPETITION DIRT RIDERS, INC. PRESENTS

THE ONLY SOUTH JERSEY RUN WITH NO SAND OR WHOOPDEDOS

## THE TWENTY-FIRST ANNUAL BEEHIVE ENDURO

SUNDAY, AUGUST 30, 1992

**KEY TIME 8:00 AM**

**Approximately 90 miles of nice trails, no mud, no water**

Entry fee: \$25 pre entry, \$30 Post entry, Super Senior \$5, Women \$5, ECEA Club Members \$20 (by August 1)

Start: Mauricetown Fire Hall, Mauricetown, NJ. Follow arrows from State Road #47.

Machine requirements: All bikes must have a license plate and working muffler. Front number plates are required!

Rider requirements: Drivers license, ECEA card. If you don't have an ECEA card, one may be obtained at no cost by taking a test on Saturday, August 29th 1:00PM to 6:00PM at the Fire Hall. No tests on Sunday.

Camping: Plenty of free camping available. Trash bags available at sign-up.

Food: Available at Fire Hall, including breakfast Sunday morning.

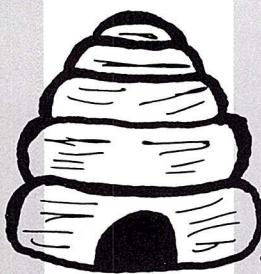
Starting position: Determined by drawing. Entries must be in our possession by August 17th to make the drawing. Only entries with money will hold your number, rider information will be sent by return mail.

Mail completed entries and checks to:

Competition Dirt Riders, Inc.  
c/o Gene Jost  
Box 549  
Millville, NJ 08332

Information: (609)327-5015 Please limit calls.

**No motorcycles to be started after 8 PM Saturday or before 7 AM Sunday!  
PIT RACERS WILL BE DISQUALIFIED!**



**THE  
BEE IS  
BACK!**  
ARE YOU?

### Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_

Phone (area code) \_\_\_\_\_

ECEA No. \_\_\_\_\_

AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Check skill level and class below:

- AA       A       B       C
- Senior (40+) A-B       Super Senior (50+) A-B
- Four Stroke A-B-C       Women
- Veteran (30+) A-B-C

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

Witness \_\_\_\_\_

Address \_\_\_\_\_

**Participant under 18 must have  
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary \_\_\_\_\_

Commission Expires \_\_\_\_\_



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D-752st	120/100x18	\$59.95
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## ANCRA

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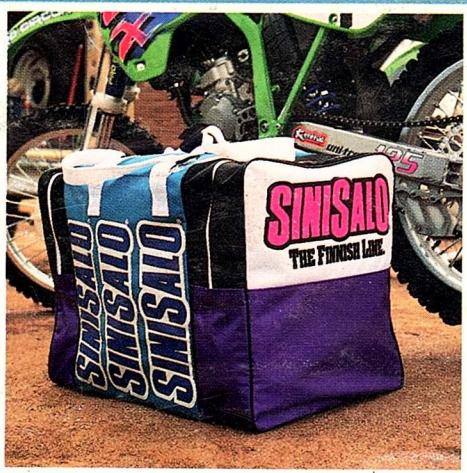
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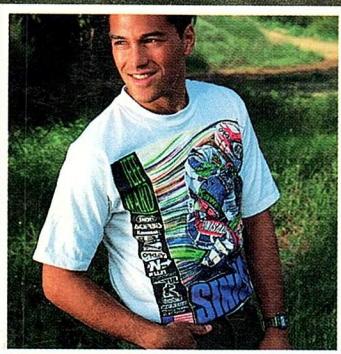
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"SCATTER" JACKETS feature removable zip-off sleeves, heavy-duty quilted liner, scatter graphics. List: \$149.95. RED/SCATTER/BLUE (SIZES M-XXL).



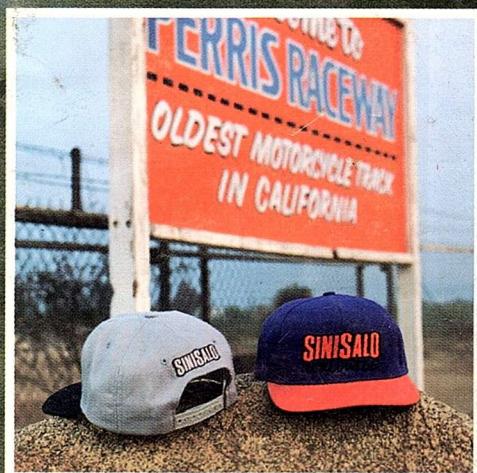
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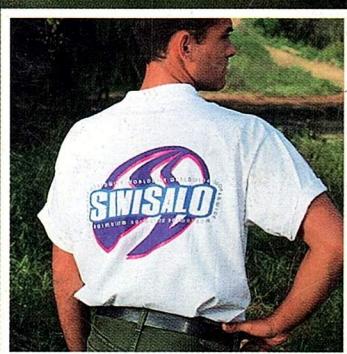
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VISA AND MASTERCARD ACCEPTED

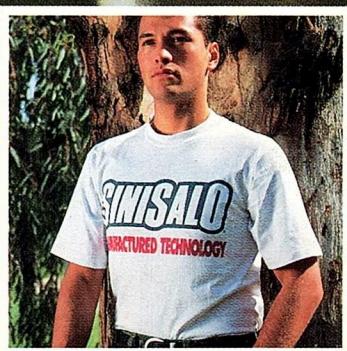
PHOTOGRAPHY BY CAROL HODGE. RACING SHOTS BY KINNEY JONES, PAUL BUCKLEY, CHRIS HULTNER AND BRIAN HELLWEG.



SINISALO HATS are made from a cotton/wool blend featuring stitched logos and adjustable bands. List: \$18.95.



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